Insurance.

THE COMMERCIAL UNION ASSUR-

ANCE COMPANY, LIMITED.

HEAD (FRICE-LONDON.

EASTERN BRANCH (FIRE) SINGAPORE.

Capital Paid-up£ 250,000

Total Invested Funds£3,000,000

Total Annual Income£1,500,000

THE COMMERCIAL UNION ASSUR-

the Business of the STRAITS FIRE IN-

SURANCE CO., LTD. IN LIQUIDATION

Insurances offected at Current Rates.

Notices of Firms.

THE CHINA MUTUAL STEAM

NAVIGATION COMPANY,

LIMITED.

ARNHOLD, KARBERG & Co.

NOTIOE.

curation is WITHDRAWN from this date.

NOTIOE.

THE PARTNERSHIP, hitherto exist-

Consent.

ing between the Undersigned, under

Bongkong, December 31, 1894. 2143

NOTICE.

NOTICE.

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALOUTTA, PENANG AND

SINGAPORE.

THE Steamship Lightning having arrived

of Cargo are hereby informed that their

Cargo impeding the discharge or remain-ing on board after the 3rd Instant, at

Noon, will be landed at Consignoes

risk and expense into the Godowns of the

WANCHAI WAREHOUSE AND STORAGE CQ.,

Consignees of Cargo from Singapone

and Penanc are requested to take imme-

diate delivery of their Goods from along-

side; such Cargo impeding the discharge of

Bills of Lading will be countersigned by

FROM HAMBURG, PENANG AND

SINGAPORE.

THE S.S. Lawang, Capt. H. FORMES,

having arrived from the above Ports,

Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take

immediate delivery of their Goods from

Optional Cargo will be forwarded unless

notice to the contrary be given before Noon

Any Cargo impeding her discharge will

be landed into the Godowns of the HONG-

KONG & KUWLOON WHARF & GODOWN Co., LD.,

and stored at Consignees' risk and experieu.

No Ulaims will be admitted after the

All broken, chafed, and damaged Goods

Hongkong, December 31, 1894. 2134

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED

FROM CALCUTTA, PENANG AND

SINGAPORE.

HE Company's S.S. Chelydra having

signess of Cargo by her are hereby informed

arrived from the above Ports, Cun-

SIEMSSEN & Co.,

dyents.

Goods have left the Godowns, and all Goods

remaining undelivered after the 7th Jan.

are to be left in the Godowns, where they will be examined on the 7th Jan., at 3 p.m.

No Fire Insurance has been effected.

To-DAY, the 31st Iustant.

1895, will be subject to rent.

DAVID SASSOON, SONS & Co.,

No Fire Insurance will be effected.

Hongkong, January 2, 1895.

LTD., Wanchai.

Goods will be delivered from alongside.

from the above Ports, Consignees

ERICH GEORG,

CHARLES C. COHEN,

Telegraphic Address

COHENIUS.

A.B.C. Code, 4th edition.

GENERAL BROKER

Hongkong, January 1, 1895.

BROKER in my own Name.

Hongkong, January 1, 1815.

SIEMSSEN & Co.

CHS. C. COHEN.

ERICH GEORG.

Hongkong, January 1, 18:5.

Hongkong, January 1, 1895.

WM. MACBEAN.

Local Manager.

Honoxono Branch, Connaught House.

Queen's Road Central.

ANCE CO., LTD. having acquired

拟日字華港看 Hongkony Wa Tu Zat Po.) ISSUED DAILY. CHUN UN MAN.

THE HONOKONO CHINESE MA

Manager and Publisher. SUBSCRIPTION: the Dallars a grar, deliverable to 1500 Long: Outporte, \$18,00 per acceptation acceptation

CHIRA MAIL' OFFICE.

No. 1948

100, Fleet Street.

bourne and Sydney.

and KKLLY & Co.

plication

42d Street.

AGENTS FOR THE UHIDA MAIL

LONDON :- F. ALGAR, 11, & 12, Clement

Lane, Lombard Street, E.C. - GROWE

STREET & Co., 30, Combill. GORDON

& GOTCH, Ludgate Circus, E.C. BATES

HENDY & Co., 37, Walbrook, E.C.

Cannon Street, E.C. ROBERT WATSON,

FAVER & Co., 18, Rue de la Grange

CHINESE EVANOELIST OFFICE, 52, West

generally :- BEAR & BLACK, San Fran-

SAN FRANCISCO and American Ports

AUSTRALIA, TASMANIA, AND NEW

DEYLON :- W. M. SMITH & Co., I'd

SINGAPORE, STRAITS, &c.:-KELLY &

CHINA; -- Macao, A. A. DA CBUZ. Amoy,

N. MOALLE & Co., LIMITED. Poochoio,

Hauge de Co. Shanghai, LARE, ORAW-

FORD & Co., and KELLY & WALSE.

Yunohama, LANE, CHAWFORD & Co.,

Banks.

HONGKONG SAVINGS BANK.

INTE business of the above Bank is con-

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

INTEREST on deposits is allowed, at

31 PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 5 PER CENT. per

THE NATIONAL BANK OF CHINA,

AUTHORIZED CAPITAL£1,000,000.

SUBSCRIBED CAPITAL.....£ 500,000.

HEAD OFFICE HONOKONG.

Court of Directors.

CHAN KIT SHAN, CHOW TONG SHANO,

KWAN HOI CHUEN, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Houghong, October 23, 1894.

interest for 12 months Fixed 5 % .-

THE BANK OF CHINA, JAPAN

SUBSURIBED CAPITAL, ... £2,000,000.

CAPITAL CALLED UT,.... 251,093.15.0.

Bankers:

CAPITAL & COUNTIES BANK, LIMITED.

Head Office !

3, PRINCES STREET, LONDON.

Branches:

Agencies:

PENANG, SINUAPORE AND YOROHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed

Every description of Banking and Ex-

HE CHARTERED BANK OF INDIA,

AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HELD OFFICE. LONDON.

CAPITAL PAID-UP £800,000

RESERVE FUND £275,000

INTEREST allowed on Current Account

at the rate of 2 % per aunum on the

On Fixed Deposits for 12 months 5 %

ONG KONG AND SHANGHAI BANKING CORPORATION.

RESERVE FOND....... \$ 4,500,000.

RESERVE LIABILITY OF \$10,000,000.

COURT OF DIRECTORS :--

C. J. HOLLIDAY, Enq.—Chairman.

J. S. Mosts, Esq. -- Deputy Chairman.

R. M. Gray, Esq. | S. C. Michaelsen,

H. H. Joseph, Esq. Esq. Hon. J. J. Keswick. D. R. Sassonn, Esq.

CHIEF MANAGER: Hongkong-T. Jacuson, Esq.

MANAGER:

Shanghal-H. M. Bevis, Esq.

LONDON BANKERS-LONDON AND COUNTY

Banking Co., LD.

HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of

On Fixed Darosits :--

T. JACKSON,

Chief Manager.

For 8 months 3 per cent. per aunum.

Hangkong, December 21, 1694.

per cent, per annum on the daily balance,

Julius Kramer, Esq. N. A. Siebs, Esq.

A. C. MARSHALL,

Manager, Hongkong.

HOLDERS £800,000

RESERVE LIABILITY OF SHARE-

Hongkong, May 17, 1894.

PROPRIETORS.....

Hon. A. McConachie.

Daily balances.

CHANTREY INCHBALD.

Manager.

Deposits can be ascertained on application.

Houskong, November 6, 1893.

charge business transacted.

BOMBAY, CALCUTTA, HONGKONG & SHANGHAL.

AND THE STRAITS, LIMITED.

Hongkong, May 15, 1893.

D. Gillies, Esq.

For the Hongkong and Shanghai

Banking Corporation,

T. JACKSON,

Chief Manager.

H.Stolterfort, Esq.

ducted by the HONGKONG AND

APOTHECABLES Co., Colombo.

WAISH, LAD., Singapore.

ZEALAND :- GORDON & GOTOR, "

PARIS AND EUROPE : - MAYENOE.

Leadenhall Street. W. M. Wills, 151, Full Particulars to

meatness and despatch, and at

very moderate rates,

以四月正年五十九百八千一英

Intimations.

APARTMENTS WANTED.

Hongkong, January 3, 1895.

SAMUEL DEAGON & Co., 150 & 154, or Unfurnishen-With or Without Board.

NEW YORK :- J. STEWART HAPPER, THE THE PUNJOM MINING COMPANY,

MARRIED COUPLE Require suit.

OTICE is hereby given that the Third-

Ordinary General MEETING of the

above Company will be held at the OFFICE

of the Company, Connaught House, on MONDAY, the 14th January, 1895, at

Noon, for the purpose of receiving the

Report of the Directors, together with a

Statement of Account to 30th September.

1894, and for the election of Directors and

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,

TAUTICAL, SCIENTIFIC AND

METEUROLOGICAL

INSTRUMENTS.

VOIGTLANDER'S CELEBRATED

BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES

ADMIRALTY & IMRAY CHARTS,

NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.

Christofle & Co.'s Electro-Plated Ware.

GOLD & SILVER JEWELLERY

"in great variety.

DIAMONDS

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON

CHAN A-TONG,

MOAL, COKE, AND COAL TAR

MERCHANT.

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the

NAUGHT HOUSE,' offers First-Class Ac-

Passenger Elevator, from Entrance Hall

Fagourable Arrangements made for

Hongkong, November 24, 1894. 1907

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORISED CAPITAL,.....£1,500,000.

PAID-UP,£ 562,500.

Bankers.

LONDON JOINT STOCK BANK, L'TD.

Interest allowed on Current Accounts at

the Rate of 2 % per Annum on the Daily

ON FIXED DEPOSITS :-

For 12 Months,..... 5 %

For 6 Months,.....4 %

For 3 Months,..... 3 %

Notices to Consignees.

SHIRE LINE OF STRAMERS.

NOTICE TO CONSIGNEES.

S.S. MONMOUTHSHIRE,

FROM HAMBURG, ANTWERP,

LONDON-AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of

the Hongkong & Kowloon Wharf &

GODOWN COMPANY, at Kowloon, whence

and/or from the Wharves delivery may be

No Claims will be admitted after the

Goods have left the Godowns, and all Goods

remaining undelivered after the 9th Inst.

All Claims against the Steamer must be

All broken, chafed, and damaged Goods

Bills of Lading will be countersigned by

THE CHINA MUTUAL STEAM

NAVIGATION COMPANY.

_LIMITED.

NOTICE TO CONSIGNEES.

SINGAPORE.

THE Company's S.S. Oopack having

arrived from the above Ports, Con-

signess of Cargo are hereby informed that

their Goods are being landed at their risk

into the Godowns of the Hongkong & Kow-

whence delivery may be obtained.

3 o'clock p.m.

Noon To-DAY.

LOON WHARF & GODOWN Co., Kowloon,

No Olsims will be admitted after the

Claims must be sent in to the Office of the

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 4th January, at

No Fire insurance has been effected, and

Optional Cargo will be forwarded un-

less notice to the contrary be given before

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,

Agonte

any Goods remaining in the Godowns after

the 5th January will be subject to rente

Hongkong, Dovember 91, 1894,

Undersigned before Noon on the 5th

January, or they will not be recognized.

Goods have left the Godowns, and al

DODWELL, CARLILL & Co.,

are to be left in the Godowns, where they will

be examined on the 9th Inst., at 3 p.m.

No Fire Insurance has been effected.

Hongkong, January 2, 1895.

presented to the Undersigned on or before

the 9th Inst., or they will not be recognised.

will be subject to rent.

Hongkong, June 18, 1893.

JOHN THURBURN.

Manager, Hongkong.

P. BOHM,

Proprietor and Manager.

Families and for Monthly or Extended

commodation to Residents and Travellers.

to each Floor, in charge of experienced

Attendant.

Periods.

clegant Building known as 'CON-

No. 5, Arsenal Street, East. [1799

PATTERNS, at very moderate prices. 742

Jewellers, Gold & Silversmiths.

Hongkong, December 31, 1894.

Auditors. 💛

able APARTMENTS-PURNISHED

'KILLARNEY,'

A. O'D. GOURDIN,

Secretary.

HONGKONG, FRIDAY, JANUARY 4, 1895.

Business Notices.

GLOVES.

Hongkong, January 4, 1895.

Nos. 1 TO 5, D'AGUILAR STREET.

MANAGER of their Hongkong Branch NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named :-

REMARKS. KOBE & YHAMA. Assam...... Daylight, 9th Jan..... Freight or Passage. SHANGHAI AND SHANGHAI Rosetta About 14th January ... Freight or Passage. LONDON, &d Pekin Noon, 17th January ... See Special Advertisement.

LONDON wid MARSEILLES ... Formosa About 22nd January .. Freight or Passage.

JAPAN Ancona Noon, 18th January ... Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Oo, a Office, Hongkong, January 4, 1895. H. H. JOSEPH, Superintendent.

H. RUTTONJEE.

BROWN'S WHISKY, FOUR

THE AOME OF PERFECTION. THE wide-spread popularity attained, and the results achieved, encourage me in the Firm of COHEN and GEORG, has

confidently recommending the above Brand of Whisky to the Public. Price, \$10,00 per dozen. LESS 4 % FOR CASH.

H. BUTTONJEE, 13, L'Aquilar Street.

Hongkong, January 4, 1895.

TOVSI

TOYSIII TOYS!

ALL NEW GOODS. W. POWELL & Co.

Hongkong, December 17, 1894.

Steamers.

No. 32.

Telegraphic Address, "Kremlin"-A. B.C. Code. TOOARD and LODGING, from \$5,00 per day,

HYDRAULIC LIFT to all Floors. The Horel Steam Launch conveys passengers and baggage to and from all Mail

E. J. RICHARDSON, Manager.

HOTEL CHAMBERS.

TOOARD and LODGING, from \$60 per month. ROOMS TO LET on 2nd and 3rd Floors, FURNISHED OF UNFURNISHED.

Apply to E. J. RICHARDSON, Manager.

Hongkong, December 24, 1894.

Apollimaris

OF TABLE WATERS."

"First in Purity." BRITISH MEDICAL JOURNAL.

"Has a charm which makers of artificial aerated waters do not FROM GLASGOW, LIVERPOOL AND

SOLE AGENTS: CALLOWITZ

HONG KONG, SHANGHAI, CANTON, TIENTSIN, AND HANKOW.

Telegraphic address 1,400 PEET ABOVE THE SEA LEVEL. TELEPHONE No. 35. 111HIS Magnificent HOTEL is nituated at the most beautiful and haithy part of the Hill District. The air is delightfully cool and bracing; the temerature being at east 10 degrees lower than in the valley beneath Luxuriously furnished and appointed. THE CUISINE is under the personal superintendence of an expelenced EUROPEAN

LAWN TENNIS:-Three Courts in splendid condition are ken for the use TRAMWAY TICKETS are ampplied to Residents and Visitors : the Hotel at

For further Particulars, apply at the Orgron 38 and 40, Queen's Rad Central, or to THE MANAGER, MOUNT AUTIS HOTHL Hougkong, September 24, 1894.

General Managers. Hongkong, December 89, 1894.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

and expense into Godowns at East Point.

No Fire Insurance will be effected.

Auctions.

日九初月二十年午甲

PUBLIC AUOTION. THE Undersigned has received instruc-L tions to Sell by Public Auction, on SATURDAY,

Capital Fully Subscribed£2,600,000 | the 5 h January, 1895, at 2,30 p.m., at his Sales Rooms, Queen's Road,-AN INVOICE OF JAPANESE PLANTS. Ex P. M. S. S. Oceanic,

comprising :--ASSORTED CAMELLIAS, RISES, FLOWER-ING PLUMS and CHERRY. DAPHNES, and have appointed the Undersigned, LOCAL SUNDRY other PLANTS and SHRUBS. TERMS OF SALE .-- As customary. J. M. ARMSTRONG,

> Auctioneer. Hongkong, January 3, 1895.

PUBLIC AUCTION. fillE Undersigned has received instruc-

tions to Sell by Public Auction, on TUESDAY, the 8th day of January, 1895, at 2.30 p.m.

at his Sales Rooms, Queen's Road,-HOUSEHOLD FURNITURE, &c., (For Sundry Accounts),

TAPISTRY with PLUSH-COVERED DRAWING. WE Have This Day TRANSFERRED the Agency of the above Company to BLACKWOOD TABLES, STOCIS and CURIO

Messis, HOLLIDAY, WISE & Co., of this MARBLE T P CENTRE and Side TABLES. BLUELLED GLASS OVERMANTEL, PICTURES

and OHNAMENTS. EXTENSION DINING TABLE, SIDEBOARD with BEVELLED GLASS. BACK, DINNER Chockeny, Glass, and Plated-WARE. TIHE authority given to Mr. C. FLO-IRON B. DSTEADS, WANDROBES with BE-I THOW to Sign our Firm, per pro-

WALLED GLASS DOORS, BUREAU with GLASS, DRESSI'G TABLE and MARBLE-TOP WASH-Hongkong, December 31, 1894 2142 OFFICE DESES, WRITING TABLES, COPYing Press. 1 JINRICKSHA.

TERMS OF SALE. - As customary. J. M. ARMSTRONG. Auctionder.

Hongkong, January 3, 1895. Shipping.

Steamers.

HAVE This Day ESTABLISHED MYSELF DOUGLAS STEAMSHIP COMPANY. under my own Name, as SHARE and LIMITED. FOR SWATOW, AMOY & FOOCHOW. Telegraphic Address: Georgesica,

The Co.'s Steamship Capt. Goddand, will be despatched for the above Ports on SUNDAY, the 6th Instant, at

IROM This Date I shall Continue Busi- Daylight. ness as SHARE and GENERAL For Freight or Passage, apply to COOUGLAS LAPRAIK & Con. General Managers.

Hongkong, January 3, 1895. FOR SINGAPORE, HAVRE AND

HAMBURG. (Culting at NAPLES for landing Passengers

if sufficient inducement offers).
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTER-DAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.) The Steamship

Kriemhild,
Captain TH. Förck, will
be despatched for the above Ports on WEDNESDAY, the 9th Instant, at Noon. This Steamer has auperior Accommoda-

tion for First and Second Class Passengers and carries a Doctor and a Stewardess. For Freight or Passage, apply to SIEMSSEN & Co.,

Hougkong, January 2, 1895. the Vessel will be landed and stored at Consignees' risk and expense. CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENBLAND PORTS, SYDNEY & MELBOURNE.

The Co. steamship O. Anderson, Commdr., above on WEDNESDAY, 9th Proximo, at

The attention of Passengers is directed to the Superior Accommodation offered this Steamer. First-class Saloon situated forward of the Engines. Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is

carried, and the Steamer is fitted through-

out with Electric Light.

For Freigh or Passage, apply to BÜCTERFIELD & SWIRE. Hongkong, December 27, 1894. 2112

OHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND KOBE. The Steamship Captain Nelson, will be despatched on WED-NESDAY, the 9th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWITE.

Addition. Hangkong, January 3, 1895.

GLEN LINE OF STEAM PACKETS. FOR LONDON VIA SUEZ CANAL. The Steamship

Ulenfruin.
Captain T. Dankii, will
be despatched as above that their Goods will be delivered from Cargo impeding the discharge or remaining on board after Noon on the 2nd on or about the 15th January, 1895. This Steamer has Superior Accommoda-January, will be landed at Consigners' risk tion for Passengers, and carries a Doctor and Stewardess.

For Preight or Passage, apply to JARDINE MATHESON & Co. Hungkung, Desumber 28, 1894.

Shipping.

Steamers.

PRICE, \$2.50 PER MONTH.

FOR SHANGHAI (DIRECT) The Steamship

Capt. Jacoman, will be despatched for the above Port on SATURDAY, the 5th January, 1895, at Noon.

For Freight or Passage, apply to CARLOWITZ & Co. Hongkong, December 31, 1894. 2144

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG, COLOMBO & BOMBAY.

Having connection with Company's Mall Steamers to ADEN, SUEZ, PORTBAID, MESSINA. NAPLES, (LEGHORN), and GENOA; all MEDITERRANGAM, ADRIATIO, LEVANTINE and SOUTH AMERI-CAN PORTS, up to Caltao. Taking Carge at through rates to PERSIAN GULL and BAGDAD.

The Steamer will call at Colouro this time. The Steamship

DE NEGRI, Master, will be despatched as above on SATURDAY, the 5th January, at At Bombay the Steamers are discharging

n Victoria Dock. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, January 2, 1895. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW. (Taking Cargo & Passengers at through rates for CHEFOO, HANKOW and Porte on the YANGTSZE.)

The Co.'s Steamthip Canton. Captain SELLAR, will be despatched as above on SATURDAY, the 5th Instant, at 3 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, January 3, 1895. SHIRE LINE OF STRAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA The Steamship Monmouthshire

will be despatched as above on or about SATURDAY, the 5th January. For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents. Hongkong, December 27, 1894. 2107

MILBURN LINE OF STEAMERS. FOR NEW YORK-FIA SUEZ CANAL

Angerton, Captain Biannis, will be despatched for the above Port on MONDAY, the 7th Instant, instead of as previously, advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Hongkong, January 3, 1895.

FOR SINGAPORE, PENANG AND CALCUTTA. The Steamhbip

Capt. K. H. Schoners, will be thepatched for the above Ports on TUESDAY, the 6th Instant, at 3 p.m. For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., A desilar Hougkong, January 2, 1895.

STRATH LINE OF STEAMERS.

FOR SHANGHAI, YOKOHAMA AND HIOGO. The Steamship

Capt. Robentson, will be despatched as above on or about TUESDAY, the 8th Proximo. For Freight or Passage, apply to: DODWELL, UARLILL & Co.,

Hongkong, December 31, 1894... 2138

Sailing Vessels:

FOR SAN FRANCISCO. The 100 A.I. British Ship Bier a Miranda. McMaster, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to

SHEWAN & Co. Honokong, December 4, 1894; FOR NEW YORK.

The 3/3 L. American Ship Captain Nichols, expected end of December, will lead for the

For Freight, apply to SIEMBSEN & On.

Hangkong, November 24, 1894.



Wine and Spirit Merchants.

13, Quasa's Road. Houghong, August 18, 1891.

MACGREGOR

| | | ▶ | |
|--------------|---|--|---------------------------|
| | | To | Let. |
| | NTO 2. F | TO noden's RAL Post | L et. Street |
| | | v to | Orrice , C. A |
| .• | Hongkoo | g, Decem | |
| | G of M | NS in V | g Bann |
| · | 1sr FLO Offices in I Brokens a | OFFICE OR adjoing House and Merce | ning ti s Stre |
| | Apply.to | ID SASS | 00 N , |
| | Hongko | ng, Decen | LET. |
| • | | ING HO INGOUR Faraished | .,* |
| e. | H | UNHEVA Farnished IGHCLE 2, CASTL |). RE,' at |
| | FL | OORS in OORS in Traket and | BLUE F ELGIN d Stau |
| | gonow! | TREET. | n No LDING |
| | . No Apply (| 74, PR | ATA OR |
| · , | | MENT & oug. Dece | AGEN mber 1 |
| | LIOU | |) 1.ET 10. 22 |
| | | Apply to | M. M |
| | Hongk | ong, Dec | mber 2 |
| | BTAI | Inti neield | |
| | SUPE | RIOR B(th eyery c Mu | onvenic 8, SŤA |
| | ' | kong, Jun | |
| • | attentio | ATE BO LADIES on to Ladie Table Bos | ind GEI s' comf |
| | • | kong, Jul | MR 2 and |
| | | , FO | R SA |
| | _1 | N HANI PAN PR | INTIN |
| | ·• • · · · · · · · · · · · · · · · · · · | JAPAN J | APAN |
| : <u></u> | | | &c., |
| | | RICE V | · |
| | | dersigned MITS | • |
| | Hen | 8, gkong, Ja | Queen' munry |
| | To- 0 | lay's | Adv |
| | | O'ARO'S (NEW | RECL |
| · | eth ti | COSY- Lighte | D EN |
| | • | ENTH O | |
| | \mathbf{D}_{λ} | | RANO. |
| . • | | EVERY | |
| · · · · · · | | CORROW GRAN ILLDREN S | ID N |
| | | AT P | THE M |
| | H.M | n-Commi Army (Gallery, Plan a | nd Na t Kerl |
| - | 17.1 | E., N., PARO CLITH | M, D |
| | | mgkong, | |
| ` | Ļ | RGE CO |)AL G |
| ŧ. | 14 | DI PUIT | T) 0 |

| | , , |
|--|----------------------|
| To Let. | To-d |
| | |
| NIO. 2, PRODER'S STREET, next to the | HONG SA' |
| GENERAL POST OFFICE. | ₩ |
| Hongkong, December 7, 1894. 1988 | 1 1 |
| TO LET. | Cents |
| G ODOWNS in WANCHAI, at the back of McGregor's Bahracks. | Him |
| OFFICES TO LET. 1st FLOOR adjoining the Undersigned Offices in Ice House Street, suitable for | : |
| Brokers and Merchants. Apply to | TH |
| Hongkong, December 7, 1894. 325 | 7th In For |
| TO LET. | - Hot |
| DWELLING HOUSES- BANGOUR, MOUNT KELLET | , A N |
| (Furnished). DUNHEVED, ROBINSON ROAD (Furnished). | , A compl |
| "HIGHCLERE," at Magazine GAP | Hig over I |
| FLOORS in Blue Buildings. FLOORS in Elgin Street, Peb Street and Staunton Street. | L |
| FLOORS in No. 5, SHELLE STREET. | ¥ Ho |
| GODOWNS-BLUE BUILDINGS. No. 74, PRATA CENTRAL | |
| Apply to | r: LC |
| MENT & AGENCY Co., Late. Hongkoug. December 13, 1894. | * |
| TO LET. | $ N_{c} $ |
| HOUSE, No. 22, CAINE ROA | Diop |
| No. 5, Arbuthnot Road. | doub |
| Hongwong, Decompet 10, 10 | most |
| Intimations. | as C vate ahou |
| BTAINFIELD'S FAMILY HOTEL | 7-110 |
| Mas. STAINFIELD, 1, Queen's Road East. | ture |
| * Hongkoug, June 30, 1894. | 102 whit |
| PRIVATE BOARD and RESIDEN for Ladies and Gentlemen. Special comfort. Accommo | cial |
| tion for Table Boarders. Central attuation Mrs. MATHER. | 0 |
| 2 and 3 Peddar's Had | 287 to r |
| FOR SALE. | |
| JAPAN HAND.MADE PAPERS. | Ap |
| JAPAN PRINTING PAPERS. JAPAN COPYING PAPERS | S. Cu |
| JAPAN WALL PAPE | 1 |
| | |
| PRICE VERY MODERATE. | an Ci |
| ORDERS to be respectfully received the Undersigned. | d by the |
| MITSUI BUSSAN KAISH | Δ, |
| 8, Queen's Road Central. Hongkong, January 2, 1894. | 1 |
| To-day's Advertisemen | its. |
| D'ARC'S BIJOU THEATRE | |
| (NEW RECLAMATION). COSY—COMFORTABLE. | K |
| LIGHTED ENTIRELY BY | bi B |
| ELECTRICITY. ENTHUSIASTIC SUCCESS | |
| TAROSFANTOOH | E B 2 |
| PRANCAISES, (MARIONETTES), | F |
| EVERY EVENING, at 9 p.m. | . |
| TO MORROW (SATURDAY), at 4 GRAND MATINEE. | } |
| ORILDREN HALF-PRICE TO ALL PAR AT THE MATINEES, | rs, S |
| Non-Commissioned Officers and M | Ion of |
| H.M. Army and Navy half-price tand Gallery. Plan at Kerly & Walsh's. | |
| Manage N & M. D'ARC, Sole Propi | rietors. |
| W. D'AROStage Man E. O. CLITHEROWGeneral Mo | inager. 25 |
| Hongkong, January 4, 1895. TO LET. | |
| ARGE COAL GODOWN, 23, | |
| Small GODOWN, 72, PRAYA EAST IDLEWILD, SEYMOUR ROAD. | |
| Apply to LINSTEAD & DA | - 1 |
| Hongkong, January 4, 1895. OOEAN STEAMSHIP COMPA | 31 NY. |
| FOR SANDAKAN AND KUD | AT. |
| (Taking through Cargo for SULU, ME and GORONTALO). The Co.'s Steams! | |
| Meninon, Captain Branch, | will be |
| WEDNESDAY, 9th Instant, at 3 p. For Freight or Passage, apply to | m, |
| Library At & warefire at + managed at Land | · { |

| | | | 71171 | N NITET | MAIL | · |
|---|---|--|---|---|--|---------------|
| | | | | | | М |
| To Let. | To-day's Advertisements. | Ψ. | essels Advertise | 7 | 4 | Ne |
| | HONGKONG RIFLE ASSOCIATION. | Destinatio : | Pessels. | A wals. | Date o Leavin | No No 3 |
| GREERAL POST OFFICE. | BATURDAY, ÖTH JANUARY, 1895, AT 2.45 P.M. | Bremen & Ports o Cali Japan | Gera (8) | Norddeutscher Lloyd. | Jan. 7; at 3 p.m. Jan. 18, at noon. Top 9 daylight. | 2, |
| Apply to G. C. ANDERSON. Igkoug, December 7, 1894. 1988 | SPOONS. Rames -700 and 800 | Kobe and Yokohama London. v. Suez Cana | Palinurus (8) | Butterfield & Swire | January 9. About Jan. 15. | |
| TO LET. | Cents: | London & Ports of Call London, v. Marsoilles. | Formosa (s) | P. & O. S. N. Co | About Jan. 22. Jan. 9, st noon. | 4 |
| DOWNS in WARCHAI, at the back of McGrecon's Barracks. | Hongkong, January 4 1895 28 | Nagasaki and Kobs | Taiyuan (8) | Dodwell, Carlill & Co. | About Jan. 5. | 9 |
| OFFICES TO LET. FLOOR adjoining the Undersigned of the Ice House Street, suitable for | CRAIGENGOWER, CAINE ROAD. | New York, v. Sucz Cana New York | Lucy A. Nickels | Siemssen & Co Buttarfield & Swire | Quick despatch. Jan. 9, at 3 p.m. | 2. |
| ers and Merchants. | HE above Soucois will be ite-of-the b | S. Francisco, v. Japa. | City of RiodeJaneiro(s | Pacific Mail S. S. O. | Jan 16, daylight. Quick despatch. | G |
| DAVID SASSOON, SONS & Co. ngkong, December 7, 1894. 329 | 7th Instant, at 9 s.m. For Terms and Prospectus, apply to THE HEADMASTER. | San Francisco | Memoon (8) | Butterfield & Swire. | Jan. 9, at 3 p.m. Jan. 5, at noon. | = |
| | Hongkong, January 4, 1895. 24 | Shanghai v. Swatow | Canton (a) | Jardine, Matheson&C | o Jan. 5, at 3 p.m. About Jan. 12. | Mo. |
| VELLING HOUSES- BANGOUR, MOUNT KELLET, | JUST LANDED. A NOTHER Consignment of Pube and | Shanghai, Y'ma & 11'g | Tenasserim (8) Kriemhild (8) Lightning (8) | Sigmasan & Co | Jan. 9, at noon. | C |
| (Fornished). DUNHEVED, ROBINSON ROAD, | completely exempt from other ingredients. | S'pore, Penang & Ott Straits, Col'bo & B'ba | Bormida (a) | Carlowitz & Co | Jan. 5, at noon. Jan. 6, daylight. | - 6 |
| (Furnished). HIGHCLERE, at Magazine Gap. No. 2, Castle Terrace. | Highly recommended by the gentry all over India. Price, 57 Cents a tin, | Vancouver (B.O. & Victoria (B.O.), &c | Hattan (8) | Nor. Pfic S. & R. Co. | Jan. 22, at 1 p.m. | Tu 2 |
| FLOORS in Blue Buildings. FLOORS in Elgin Street, Pebl Street and Staunton Street. | 55 Cents FOR CASH. H RUTTONJEE. | I . | watow, 20 Chinese. | POST OFFIC | E NOTICES. | W |
| FLOORS in No. 5, SHELLEY. | 13, D'Aguilar Street. Hongkong, January 4, 1895. | Per Glenariney, fur | Singapore, 1 Euro- | For SINGAPORE & Per Angerlon, at 2. | NEW YORK.— 30 p.m., on Monday, | Me |
| No. 74, PRATA CENTRAL | KIUNGCHOW DISTRICT. | Mr A. Apcar; from | | the 7th 10ct. | ALCUTTA.— | ' |
| ply to THE HONGKONG LAND INVEST: | LOCAL NOTICE TO MARINERS, No. 5. | Surg. Capt. J. W. V | Volfe, Messra Filippo ome Dyer; from Lon- child. Messra A. S. | the 8th inst. | .30 p.m., on Tuesday, | |
| MENT & AGENCY Co., LTD. ongkoug. December 13, 1894. | | Harper, and Vosbert and Mrs Hooper, and | Han. W. C. Brown. | Per Assam, at 5 p. 8th inst. | m., on Tuesday, the |) Ur |
| TO LET. | at CAPE CAMI was exhibited for the first time at subset on the let January. The illuminating Apparatus is Revolving | Miss Aitckinson, and | Mrs B. Jacobson, Mr | For SINGAPORE Per Kriemhild, at needay, the 9t | 10.30 a.m., on wed- | |
| Annly to | Dioptric of the Fourth Order, showing | P. Vincenot, Mr I | elletier, Mrs Barsky, Shanghai, Miss Grey | For NAGASAKI & Per Taiyuan, at 3 | KOBE.— 30 p.m., on Wednes- | |
| No. 5, Arbuthnot Road. | double white flashes at intervals of half a minute. The Lighthouse stands about 8; yard | La Mar. Per Chelydra, for S | ingapore, 5 Europeans, | day, the 9th i | ondon. | Oi |
| tong wong, Decomperation | most point of the islet marked on the chart as Cape Cami; and the Light, which is ele | Per Monmouthshi | re, for Nagasaki, 4 Eu- | day, the 9th | 3.30 p.m., on Wednes | 01 |
| Intimations. TAINFIELD'S FAMILY HOTEL | vated 67 feet above the level of the sea should be visible in clear weather at a dis- tance of 1316 nautical miles in all direction | Per Agamemnon, | for Singapore, 3 Euro- | MAILS BY THE CA | NADIAN PACIFIC RAIL | 1 |
| THERIOR BOARD & RESIDENCE | where it is not obscured by land. | Per Cheang Hyn | Teng, for Amoy, 373 | The Canadian Pacific | | 3 |
| MRS. STAINFIELD, 1, Queen's Road East. | ture, 55 feet high, with a total height from its base to the lantern vane of 675 feet. The Tower and Dwellings are painted | Tel Manager | r Haiphong, 5 Chiness. | NESDAY, the Mails for Shang | 23rd January, Will hai, Japan, the United | d |
| Hongkong, June 30, 1894. 110 | 2 white. Approximate position: | SHIPPIN St. | G REPORTS. | closed as follow | loger. | . ` |
| RIVATE BOARD and RESIDENCE for Ladies and Gentlemen. Special contion to Ladies comfort. Accommods | Latitude 20 13 20 14. Longitude 109* 55' 5" E. | To Cape Varella, at swell; from thence | roug breeze and heavy to port, moderate wea- | 11.00 A.M. Post-Of | fice closes, but Correspondent to the Late Fee of 10 centers of departure | . G |
| n for Table Boarders. Central altuation Mrs. MATHER, | On account of the outlying reefs about | ot Had moderate N. | amer Taiwan reports: E. monsoon, and dull, | extra Postage, u | ntil time of departure |). B |
| 2 and 3 Peddar's Hill. Hongkong, July 24, 1893. 128 | | gloomy weather the | conghout. mer Memnon reports : crate monsoon and gen- | REGISTRATION.—Co | rrespondence, can be re to Ship mails up to fix me for closing; for th | 70. |
| FOR SALE. | C. J. PRICE. Acting Harbour Maste | r. erally fine weather. | amer Kutsang reports : | Shanghai, or Yokohan | ore; for mails for Europere; American, Canadian | e, _ |
| JAPAN PRINTING PAPERS. | Approved, F. S. UNWIN, Acting Commissioner of Customs. | overcast weather at | mor Devawongse reports. | Indian, Northern P mails, up to half an h | acific and Torres Strai | ts |
| JAPAN COPYING PAPERS. | Custom House, Kiungchow, 2nd January, 1895. | Useft Ang-hin at 5 | p.m., on 30th December variable airs and calu bi; thence to Cape Pada | 1 | AT HOTELS. | = ^ |
| JAPAN WALL PAPER | 1604 1668 hottprate for manage | ran, strong monson From Padaran to | port, moderate to free | h HONGK | ong hotel. | ‹ |
| | Veither the Captain, the Agents, n | Of Did medarata N | emer Shantung reports E wind and rain firs | W l Miga E 13'Aro | Mr McMillan Mr J. McWilliams Mr T. Mitchell | _ : |
| PRICE VERY MODERATE. | any Debt contracted by the Officers Crew of the following Vessels, duri their stay in Hongkong Harbour: | ng part; latter part 1 | ght N.E. wind, cloud | Miss N. D'Arc Miss E. D'Arc Mr W. J. D'Arc | Mr J. de Navarro Mr W. Palmeiro Mr W. Parfitt | |
| ORDERS to be respectfully received to Undersigned. | Lucile, American ship, Capt. Conway. | EXPOR | T CARGOES. | Rev. S. A. Bayl | oe,Mr C, Parson Miss Patten Mr W. G. Pettus | |
| MITSUI BUSSAN KAISHA, | | J. 31st December: | -For New York 16,21 rs, 9,545 okgs. Tea, 2,91 l4 cases Fans, 1,200 pkgs | Mr H. S. Rishop Mr E. S. Bishop | Mr C. P. Pettus Mr L. D. Phillips | |
| 8, Queen's Road Central. Hongkong, January 2, 1894. | SHIPPIN | Un-sia, 600 cases tan Ware, 300 cas | Preserves, 449 pkgs. Ra es Joss Sticks, 100 cas | Mr H. W. Bray | Mr W. W. Pierce_ Mr E. E. Plumache Mr Potter | ļ |
| 'o-day's Advertisement | S. ARRIVALS. | and 89 pkgs. Sun | isks Soy, 54 pkgs. Cane dries. | "' Mr A. C. Carter Mr E. C. Clithero | Mr & Mrs H. Proct w Mr R. Procter nheMr W. Procter | er |
| D'AROS BIJOU THEATRE | January 3:— Dongr, German steamer, 1,015, B. Grumann, Saigon December 29, Rice.—Ti | กน- | FICE NOTICES. | Mr Dallas | Miss Procter Mr O. Raybant | |
| (NEW RECLAMATION). | Kee. Taiwan, British steamer, 1,109. J. Bla | For HAIPHONG Per Hongkong, | | Mr V. H. Dascon Mr R. H. Dougla J. Miss N. Drum | Mr H. W. Rolfe . Mr A. Secchi | |
| COSY-COMFORTABLE. LIGHTED ENTIRELY BY | burne, Chinkiang December 30, Rice Burrenfield & Swire. | For STRAITS & | | Mr W. A. Duff Mr C. N. Edison Mr V. Fenwick | | ton |
| ELECTRICITY. | January 4:- Boihow, British steamer, from Canto | n the 5th int | st. | Mr F. Gonsalez | His Excellency Pl | hya |
| ENTHUSIASTIC SUCCESS | Prejr, Danish steamer 397, C. L. Stra Pakhoi December 31, and Hoihow July 2; General. — Arnhold, Karbeng & Co | Per Peik, at 11 5th inst. | .30 a.m., on Saturday, t | Mr F. M. Goosal Miss M. A. Greet Capit, T. Hall | ne Mr P. Surhaus Dr Taylor | |
| D'A BO'S FANTOCH! FRANCAISES, (MARIONETTES), | Assam, British steamer, 1,611, T La Kobs and Meji December 30, General | igh, Por Chadon, :. | & SHANGPAL.— 2.30 p.m., on Saturda | Mr J. Hausen | Mr W. Tarn is Mr H. S. Thomson Mr W. Von Uffer | |
| EVERY EVENING, at 9 p.m. | P. & O. S. N. Co. Wuotan, German steamer, 1,215. A. Wait Dasambar 28. Carl. — Laura Wege | Oil, For SWATOW, | SINGAPORE & BAN | G. Mr L. L. Holden Mr W. B. Jones | Mr C. B. Unzicker Mr H. G. Vosberg | t . |
| TO MORROW (SATURDAY), at 4 1 GRAND MATINEE. | Moji Decomber 28, Coal. —LAUTS, WEGE & Co. Memnon, British str., 825, B. Bra | Per Machew, the 5th it | at 5 p.m., on Saturd at. AMOY & FOO CHO W | Mr J. Kirkwood | Miss Matel While Mr P. Williams | 7 |
| CHILDREN HALF-PRICE TO ALL PARTS AT THE MATINEES. | Sandakan Dec. 29, Timber and General BUTTERFIELD & SWIRE. | Per Haitan, a 5th inst. | t 5 p.m., on Saturday, | Mr A W. Lawis | Mr R. H. Wilson Miss Young | |
| PRICES AS USUAL. Non-Commissioned Officers and Me | Kutsang, British steamer, 1,495, And son, Chinking December 31, Rice, and Oil.—Jardine, Matheson & Co. | Nuts MAILS BY THE | United States Packet | - MOUNT | AUSTIN HOTEL. | i |
| H.M. Army and Navy half-price to | Pit Agamemnon, British steamer, 1,49 Steves. Foochow January 2, Gener | be despate | es Mail Packet Oceanic whed on TUESDAY. y, with Mails for Jap | the Major & Mrs Ga an, Botheld, R.A. | niettMr and Mrs M. Kirkpatrick | oald C. |
| Plan at KELLY & WALSH'S. Manage R. N. & M. D'ARC, Sole Proprie | Burrenvield & Swike. tors. Continental, Dutch str., 672, C. Sciences. | San Franc | isco, the United State | tes, Mr Hart Buck ich Dr. and Mrs J. | Mr C. Malach | hir |
| W. D'ARO | ager. Fushun, British steamer, from Cant | on. 4.30 P.M. Regis | d as follows:— stry ceases. Office closes, but Corr | Mr and Mrs Ci | alcaMr and Mrs F. Morgan, child | A, |
| PRODUCEDNY, JEDUSTY 9, 1000. | I . ANIMALL SAFFAIRE BEQUITORS TEACH OFFILE | noudente m | av us posted on board | ATO I BILD. D. COHRIL | THE DO | • |

Devawongse, British str., 1,057, V. Perkes,

11.30 a.m., after which hour they may Mr Geo. Holmes

be sent on Board with the same Late Mrs Gen, Holmes Mr A. G. Stokes

Mr Morton Jones

Bangkok December 30, Rice, &c.-Yuen

Shantung, British steamer, 876, Stewart,

Shanghat January 1, General. - C. M. S. N.

DEPARTURES.

January 4:-

Glenartney, for Singapore and London.

Chelydra, for Singapore and Calcutta.

Monmouthshire, for Nogasaki.
Agamemnon, for Singapore and London.

CLEARED.

PASSENGERS.

ARRIVED

Per Donar, from Saigon, 50 Chinese.

Per Freir, from Pakhoi, 72 Chinese,

Per Taiwan, from Chinking, 19 Chinese

Per Memnon, from Sandakan, Messrs

Wilson, Korczki, Goldsmith, and 20 Chi-

Per Deragongse, from Bangkok, 06 Chl.

Hanol, for Hollow and Haiphong.

Tulenkwa, for Caroline Islands.

Cheang Hye Teng, for Amoy.

Hongkong, for Haiphong.

Straits of Dover, for Moji.

Vecona, for Yokohama.

Kutsang, for Canton.

Taiwan, for Cauton.

Obi, for Karatzu.

for Capton.

Taichiow, for Swatow.

Arroyo, for Shanghai.

Hongkong, January 4, 1895.

WEDNESDAY, the 9th Instant.

For Freight or Passage, apply to

Agenda.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

BUTTERFIELD & SWIRE,

The Co.'s Steamship

Palinurus.

Captain Jackson, will be

despatched as above on

BUTTERFHELD & SWIRE,

FAT HONG.

| ĺ | POST OFFICE NOTICES. | and child Miss Proc | cter | AND | |
|---|---|--|---------------------------------------|--|---|
| | ACATI S will aloga : | Mr Dallas Mr U. Ra | ybant | DUCT THE THE | ı |
| | | Mr V. H. Dancon Mr W. R. Mr R. H. Douglas Mr H. W | Dolla | NEW YEAR CARDS, | £ |
| Ì | Per Hongkong, at 7.30 a.m., on Saturday. | Mr R. H. Douglas Mr H. W Miss N Drum Mr A. Se | | comprising:— | D |
| ļ | the bul itist. | Mr W. A. Duff Mr F. E. | Shean | | |
| ١ | For STRAITS & BOMBAY | | Warrington | JAPANESE and ENGLISH CARDS. | 1 |
| ļ | Per Bormida, at 11.30 a.m., on Saturday, | Mr V. Fenwick Smyth | | | t |
| 1 | the 5th inst. | Dr. D. Galvao hir Spuze | | hand painted and of Artistic Designs; | 1 |
| ł | F. SHANGHAL- | TE TO BE CO- water 1 Surrano | ellency Phys | JAPANESE VIEWS; VIEWS of | 1 |
| I | Per Pcik, at 11.30 a.m., on Saturday, the | Mr F. M. Goosalez Surasa Miss M. A. Greens Mr P. Si | | HONGKONG and Types of NATIVE | , |
| ł | - 5th inst. | Capit, T. Hall Dr Taylo | · · · · · · · · · · · · · · · · · · · | HONGKONG and Types of Italian | £ |
| ł | Tor SWATOW & SHANGPAL. | Mr J. Hansen Mr W. T | . E | CHARACTER, | 1 |
| | Por Canton, at 2.30 p.m., on Saturday, | Mr C. H. S. Harris Mr H. S. | Thomson | Also- | 1 |
| 1 | the 5th inst. | man in the second secon | Von Uffer | | |
| Ì | For SWATOW, SINGAPORE & BANG. | | . Unzicker | Further Supplies, Ex S.S. BOMBAY and | • |
| ١ | KOK.— | | . Vosberg Mrs Whiley | S.S. CANTON, | |
| ١ | Per Machew, at 5 p.m., on Saturday, | #### | bel Whiley | | |
| 1 | the 5th inst. | Mr J. Kirkwood Mr P. W | | OF | |
| 1 | For SWATOW, AMOY & FOOCHOW | Mr 12 W Lawin Mr 12. H | I. Wilson | Wholesome Confectionery | , |
| l | Per Haitan, at 5 p.m., on Saturday, the | | aug' | AL HOTESOWIE COMPONION | |
| ļ | 5th inst. | Mr H. McCallum | | AND | |
| 1 | MAILS BY THE UNITED STATES PACKET - | MOUNT AUSTIN HOT | (PT | 7 1 | |
| | | | 1 | Delicious Sweets. | |
| | The United States Mail Packet Oceanic will be despatched on TUESDAY, the | Maio- S. Mrs Gariett Mr and | Mrs M C | These shipments include: | |
| · | Sth January, with Mails for Japan, | Ratfield, R.A. Kirkpa | - 4 | | |
| | San Francisco, the United States, | Mr Hart Buck Mr C. M | falach | OADBURY'S SPECIAL CREMES, PATE | |
| • | Canada Honolo'u, Peru, &c., which | Dr. and Mrs J. Cin-Mr Alfre | d Manger | D'ADRICOTS, JORDAN ALMONDS, CARAMELS, | |
| . ' | will be closed as follows:———————————————————————————————————— | 🏗 tlie and child 👚 Mr H. E | C. Meveribk | | ı |
| | 4.30 PM. Registry ceases. | Mr and Mrs ChalcaMr and | Dirs F. A. | PRALINES, CHOCOLATE, OYSTERS, DESSERT | į |
| | 5.00 P.M. Post Office closes, but Correspondence may be posted on board the | Mark B Country nurse | m, cana nua i | CHOCOLATE, BUTTER SCOTCH, ALMOND ROCK, | - |
| | Packet, with Late Fee of 10 cents extra | Me Henry Crawford Mr Hert | pert Ogilvie | | l |
| ֡֝֟֝֜֝֟֜֜֝֓֜֜֜֜֜֟֜֜֜֟֓֓֓֓֜֟֜֓֓֓֓֜֜֜֟֓֓֓֓֜֡֓ | Postage until the time of departure. | Dr C. Gerlach Surgeon | W. Spry | EVERTON TOFFER, ASSORTED TOFFEE, FRY'S | Г |
| | | Mr Duckey, Godfrly Mrs Spr | Y | CHOCOLATES, MIXED BONBONS, NOUGAT | |
| • | MAILS BY THE BRITISH PACKET | The part part - Indicate military | hom Slawart | , | • |
| • | , · | Hewitt Miss Ste | | TANGERINE, BISBURTS, ORANGE PASTE | ĺ |
| | The British Contract Packet Pekin will | Dir Onaries Liniwothy Capt. A. | , 1111, pr | Rolls. &c., &c., | ĺ |

| • | MAILS BY THE BRITISH PACKET. | Rewitt Miss Stowart |
|------------|--|--|
| | The British Contract Packet Pekin will | MrCharles HolwothyCapt. A. Till tt |
| Į, | be despatched on THURSDAY, the | Mrs H. Hum; hoysMr H. K. Tomkins |
| I | 17th January, with Mails for the United | and 3 children Mr J. Y. V. Vernon |
| | Kingdom, Europe, and countries be- | Mr H. Humphrey Mrs Vernon |
| 1 | youd, vid Brindisi; to the Straits | |
| 1 | Settlements, Netherlands India, Bur- | WINDOR HOTEL |
| | mah, Ceylon, Aden, Egypt, Malta, | |
| Į. | and Gibraltar. | Mr. M. Alamitz of F. G. Liebe |
| ł | The usual hours will be observed in closing | Capt. Brorsen Mr Liedeko |
| ł | | Charles Charles 1 11 |
| | the Mails. &c. | Mr. A. B. Macooda |
| 1 | | Mills Chodzko |
| ļ | HOURS OF CLOSING THE | Mile 13 "13 "23" "13" III. II. III. III. III. III. |
| į | | Mr W. Dunbar M. C. Manions |
| ۱, | ENGLISH AND FRENCH MAILS. | Mr J. D. French Mr J. A. Möller |
| 4 | - When the Packets leave at Noon. | Mr C. E. Gerard Mejor Nepean |
| .1 | The following hours will be observed in | Mr J. O. Gourdin Mrs Nepean |
| ł | closing the Mails for Europe, &c., by the | The W. D. offers |
| İ | English and French Packets, when they | I DIL n. Tr idii |
| • | Land of Moon. The River Out - 200 - | Me John J. Bear Mr C. Rombach |
| ١ | leave at Noon. The Money Order Office | Capt. Hunt, A.S. C. Lieut. Col. Villa |
| 1 | will be closed at 5 the day before. | Mrs. Hunt Mr W Whanler |
| <u>,</u> 1 | 8.00 A.M.—Posting of Prices Current and | |
| : | Circulars coases. | PEA HOTEL. |
| ÷ | (Prices Current and Circulars may | |
| | however be posted up to 10 o'clock | Mr M. G. Allen Mr J. E. Macrae |
| | if they are tied in bundles, country. | Mr J. G. Buckle Mr G. H. Medhurst |
| Ì | by country, with the addresses all | Mr J. A. E. h. notMajor and Mrs G. K. |
| Ì | one way). | Miss Cos Moore Capt. Von Corbach Mr J. L. Prosser |
| | | Uapt. Von Uordach Diro. L. Prosser |
| 3 | 10.30 A.M.—Peating of Newspapers, | Mr H. Cromble Mr J. Rankin Mr R. P. Dipple Mr Sandelands |
| • | Buoks, and Patterns ceases. | Mr. K. P. Dipple Mr. Sandelands |
| ļ | 1 11 CO a st Moil alosan | . I MET A. P. LIGWING! MIT AND MITS BROSOM. |
| 8 | certain Lurisks may be posted from | Mr D. Farquinesor Mr F. H. Slaghek |
| • | 11.10 A.M.) with 10 cents late fee up to | Mr W. S. Harrison Mr and Mrs A. Find- |
| ₹. | The state of the s | is the control of the second o |

149 Smith & family

Rev. and Mrs Vallings

MEMOS. FOR TO-MORROW. at 6.65 p.m. Noon .- Peik leaves for Shanghai. Noon.-Bormida leaves for Bombay, &c. 3 p.m.—Canion leaves for Shanghai, &c. 2,30 p.m.-Auction of Japanese Plants.

LOCAL AND GENERAL. Amusements. 4 p.m.-D'Arc's Fantoches Francaises (Marionettes), on the New Praya Reclamation. 9 p.m. - D'Arc's Fantoches Francaises (Marianettes), on the New Praya Reclamation.

Miscellaneous. 2.45 p.m. -Competition of the Hongkong Rifle Association. Goods per Copack-undelivered after this date subject to rent.

Shipping.

_ Auctions.

at Mr J. M. Armstrong's.

General Memoranda. Monday, January 7 :--9 a.m.—Re-opening of Victoria English

Goods per Lightning undelivered after Noon landed. Goods per Lawang undelivered after this date subject to ent. Tuesday, January 5:--2.30 p.m. -Auction of Sundry House hold Furniture, &c., at Mr J. M

WEDNESDAY, January 9 :-Goods per Monmouthshire undelivered after this date subject to rent. MONDAY, January 4:-Noon -Meeting of Shareholden of The Punjom Mining Co., Ltd., at the

Armstrong's.

Company's Office.

Exchange. Hondkong, January 4, 1895. Un London-Bank, Wire, 30 days' sight, 4 months sight, Documentary, 4 months aight, On Paris-On Berlin-Demand On New York-On demand,

Oredits, 60 days' night, On Bombay— On demand, ... On Shanghai-On demand. 30 days' sight, private paper Gold Leaf, 100 fine (per tant)

NOTICE TO SUBSCRIBERS.

Sovereigns (Bank's buying rate) \$ 9.80

TIROM the lat January, 1895, the Subscription to the CHINA MAIL will be act mails, up to a 📥 as follows :-For the Quarter......\$7.00

m Month..... 2.50

Copies of the 'CHINA MAIL' may be obtained at the Hongkong Hotel. CHINA MAIL OFFICE, Hongkowe.

THE

from other Sources,

THE VERY LATEST NOVELTIES

CERISTMAS CARDS

CADBURY'S SPECIAL CREMES, PATE ADRICOTS, JORDAN ALMONDS, CARAMEIS, | popular store. RALINES, CHOCOLATE, OYSTERS, DESSERT HOCOLATE, BUTTER SCOTCH, ALMOND ROCK, VERTON TOFFER, ASSORTED TOFFER, FRY'S

Rolls, &c., &c., gether with Luitable for SEASONABLE PRESENT

to Babies and Children, FRENCH CONFECTIONERY CONSERVES

from the very best Parisian Houses, including :-FRUIT JELLIES, PARISIENS, CRYSTALLISED

APRICOTS, OHERRIES, GREENGAGES, &c., in C. M. Firth LARGE ASSORTMENT.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

Hongkong, Naromber 17, 1894,

HOTOKONO, FRIDAY, JANUARY 4, 1895.

PARRED SUEZ CANAL. OUTWARD BOUND :- Benedick. Nov. 20; Strathavon, Maria Valerie, 30; worth, Dec. 4; Anchises, Waverley, 7 Arthur Head, 14; Achilles, Oolong, 18 Glenearn, Venus, 21; Darmstadt, Hertha, 28; Myrmidon, Dryfesdale, Vindobona, Jun. 1.

HOMEWARD BOUND :- Telemachus, Nov. 20; Manila, Dec. 7: Volute, 18; Bombay, shire, Sachsen, Glenavon, Jan. 1 .-

P. M. s. s. City of Rio de Janeiro, with the AMERICAN MAIL of Dec. 13, left Yokobama on Friday, January 4, at daylight, and may be expected here on or about Thursday, Jan. 10.

left Singapore on Friday, the 4th here on or about Friday, the 11th Hongkong soon. Jan. This Packet brings replies to letters despatched from Hongkong on 31st October.

he s.s. Glenfalloch, from London and Straits, left Singapore on Dec. 29, and may be expected here on or about

about Jan. 7. The s.s. / hoysang, from Calcutta and

Straits, left Singapore on Jan. 1, and may be expected here on or about THE Straits Times, referring to the recent January 8. The (), S. S. Co.'s s. s. Teucer left Singa-

pore on Jan. 2, and may be expected here on or about Jan. 9. The P. & O. s.s. Ceylon left Bombay for

this part on Dec. 22. The P. & O. s.s. Aden left London for this port on Dec. 25.

THE interport cricket match between Singapore and Penang was won by Singapore by nine wickets.

Ir is stated that Japan wants a large infidemnity from China to onable the land the Rising Sun to-adopt a gold standard.

AM Imperial Maritime Cust ms notice regarding Cape Cami Light (Kiungchow Distric) will be found in our advertising columus.

THE P. M. B. s. City of Rio de Janeiro, with

the American mail of 13th December, left Yokohama on Friday, the 4th January, at daylight, and may be expected here on or about Thursday, the 10th January.

THE COURSE for the seventh race of the MESSES A. S. Watson and Co., Hongkong and No. 1 Dock Buny (leaving both to Tower Bridge and old London Bridge, starboard); 14 miles.

French Mail of 7th December, left Singa- tion. Unfortunately the postal authorities pore to-day, the 4th inst., at 2 p.m., and have played a shabby trick upon the Dismay be expected here on or about Friday, I pensary by altering the postal rates since the 11th January. This Packet brings the order had been placed for printing off replies to letters despatched from Hong- the calendar. The con-bined packet cakong on 31st October.

An application for a rehearing of the charge PANESE and ENGLISH CARDS, Morphine Ordinance, will come before the Acting Police Magistrate, Hastings, to-morrow at 10.40 a.m. Mr C. Ewens will appear on behalf of Mr Stevens, and Mr A. C. H. Potts, of Canton, has been telegraphed for to come down to Hongkong and give his evidence.

> tion amongst their customers, Messra Lane, Crawford and Co. have always displayed the finest taste. This year, they send out Lance Sergt, Ellis, R. M. L. I., who a dainty little calendar, just the thing for a Se ul. He fell a victim to typhoid induced lady's boudoir or to refresh the eye of the by the ab minable sanitary condition of the jaded man of business. The utilitarian spirit of the ago is not overlooked; on the back of the calendar will be found an advertisement of the up-to-date stock of this

mails on board, cast off from the company's wharf at Singapore on the 26th ult. bound for China. Pilot Marchant was in charge. Just off Tanjong Pagar wharf, the Sutlej touched a mud bank, and, it being a falling tide, the ship remained fist for several hours. Shortly before 8 o'clock, came off with the rising tide, uniquired. In the interests of salety it was deemed and the military operations which have better to detain the Sutlej till the following added more territory to Britain's Colonial Empire. In Capt. Donovan's opinion the morning for examination. The divers went down and examined the ship's bottom, and, their report being satisfactory, the Sutley departed for China.

THERE will be a cricket match to-morrow-The Olub v. The Navy. Play will commence at 11 o'clock; tiffin on the ground. The sides will be :--The Club.

The Navy. T. S. Smith H. A. Gilletta M. C. Allenby J. A. Lowson A. P. Stoddart A. K. Travers E. Henslowe Surg. Maj. Reado T. Shelford C. R. Stroneby, Rif. W. F. Frowd L. S. B. Saunderson, G. H. Sweeting J. H. Thresher, Ril. H. M. Pillot .. Brigade W. C. Morgorn E. Ezekiel G. D. Campbell,

H.KR.

1850 E. W. Mulland

E. J. Meagher

R. B. Garde

The publication of this issue commencet THE Brazilian Government is getting four new cruisers built in Germany.

> A DEOR too Much ' is the headling of a telegram in an Australian contemporary announcing the execution of a murderer.

A RICH discovery of gold, copper, coal and diamond-bearing ground is reported in the neighbourhood of the Zumbesi.

Ar a recent Fancy Bazanr, held at Colombo Albingia, Benmohr, 11; Fellbridge, in aid of the Cathedral, 'living pictures' formed one of the most attractive side

THERE will be another matinee at D'Arc's Bijou Theatre to morrow. Children are Gisela, Priok, Ulysses, 28; Glamorgan- | admitted at half-price to all parts at these matinée performances.

'COLONEL' Hicks with his Orioles is endeavouring to sweep away the objections entertained by a section of the Shanghai The M. M. Co.'s steamship Melbourne, with | c mmuni y towards 'living pictures.' On the FRENCH MAIL of 7th December, of the inducements held out is 'n special Jan., at 2 p.m., and may be expected ladies bill. The Orioles are expected in

WE live in an age of Institutes and Societies. There is now an Auctioneers' Instirute of the United Kingdom, at a recent meeting of which Mr J. Barnard Baylis, of the Incorporated Society of Musicians, who The s.s. Tenasterim left Singapore on Dec. | must be an unconscious humorist, delivered 30, and may be expected here on or a lecture on 'Voice Culture for Auc-

> opposition to the vote for military expenses in the Hengkong Legislative Council, says Hongkong is probably 'on the list' for an increased contribution; and perhaps they are wise in their generation to show how persistent and unanimous their opposition to it will be.

IT was und retood at Singapore that Dr. Brown, one of the Unofficial Members of the Straits Settlements Legislative Council; who was leaving for Hongkong, would endeavour to have a conference with some of the Unofficial Members of the Hongkong Legislative Council upon the military con-<u>tribulion</u>

In a letter to a correspondent, Lord Salisbury has written that the subject of Indian import duties and International bimetal lism is of supreme importance to the Em pire as well as to the large industrial communities in Lancashire. If the majority of British politicians could get hold of this idea there might be some grounds for hoping for a rise in the value of the dollar.

Royal Hongkong Yacht Club will be from Dispensary, have this year issued an artifthe Submarine Mining Pier Wellington Lic wall calendar, beautifully designed Barracks, round a mark boat off Cow-e-chau and containing views of the new the Houses of Parliament, the Imperial Institute, &c. It also shows the annual Has Received by the S.S. SYDNEY, and THE M. M. Co.'s s.s. Melbourne, with the holid ye and festivals and postal informalend ir and price list issued by this firm will be found very useful.

brought against Mr H G. Stevens, of Messrs | Max O'Reil is a clever man. In a recent A. S. Walson & Co., of contravening the interview he said he had a great admiratin for Toronto wemen. He says he knows of no city on the globe where the Capt. beauty of women is so marked, 'I think.' anid he, 'you Canadiana are most loyal, I suppose the reason you cling so close to, England is because the States being so close. you fear to become Americans.' Is it necessary to add that the interview took place in Toronto !-

THE Seven has unidergone cleaning and In their a lection of calendars for distribu- | repairs at Nagasaki dock and has joined. Admiral Fremantle's rquadron again. Her people before I aving hourd the sad news of the death of one of her ship's company, formed one of the Legation guards at Korean capital.

Mr. Justice Browne of Ceylon has suggested the fermation of a Jurers' Association. His Lordship thought that such an Association would be able to act more satisfactorily in summoning jurors. These remarks were called forth owing to a complaint made by THE P. & O. s. s. Sutlej, with the Europe | the accountant of the Chartered Bunk, that two of the bank staff had been summoned, and that if both of them had to sit it would quues a good deal of inconvenience and delay in transacting the business of the bank. Wird Wilson in Matabele Land; or Sport

and War in Zambesia.' by Capt. C. H. W. Donovan (Army Service Corps), judgiog from the review notices in recently arrived. newspapers from England, seems to give a very fair idea of the country, the people value of guns of the Maxim type is not easily to be over-estimated; indeed, he expre-ses himself as . quite certain no srmy could possibly stand against them for any length of time. The carriage of autmunition is a somewhat difficult point; as to their serviceability, the gunners are, of course, thoroughly instructed in the mechanism of their wespons, and spare fittings are taken to replace those most liable to be broken or to get out of order. Captain Lendy, who survived the war and fatally injured himself while practing ' putting the shot' soon afterwards, renderad admirable service in command of the Maxima, and showed what an energetic and comp tent teacher can do, in a short tim , to secure efficiency. Captain Doneva i has a theory, which is very likely accurate that the excellence of the firearms with which the Marabele were equipped in no small measure contributed to their easy defeat. By some means they had obtained rifles of the best modern types, but they were very indifferent marksmon, and would have proved infinitely more danger. ous with the weapons to which they were eschatomed.

SUPPLIED TO THE CHINA MAIL! (Via Southern Line.)

LONDON, January 3, 1895. KAISER.

the Chrysanthenium on the Emperor Wil- troops. The foreigners in Japan have no liam of Germany in recognition of the ser- idea, apparently. vices rendered by German officers in teaching the Japanese military ecience.

PACIFIC MESSAGE BY THE CZAR. In a rescript appointing Count Schauvaloff Governor of Warsaw, the Czir reaffirms that his love of poace is equal to that of his father's.

THE CHINA-JAPAN WAR.

JAPANESE PROMISES. DISCONTENT AMONGST THE FO-REGA CORRESPONDENTS. (From Our Special War Correspondent).

Hiroshima, Dec. 17, 1894. ed with the Japanese. Not that their courtesy and cordial hospitality decrease on the contrary, they take a great deal of trouble to make life pleasant for the foreign war correspondents, and they do far lessly unable to realise that what we came here for is information, not champagne ; that we have an immense amount of important and responsible work to do, and that we care little or nothing what there may be to est and drink. It appears quite usoloss to talk to them ; I have asked until I am tired, without result. The parable is roversed; instead of asking for bread and receiving stones, we ask for hard facts, mental pabulum, and receive only the other sort. The Port Arthur, after the battle, I was assured by Count Oyama, the Field Marshal in command of the Second Army, that no move of any importance was contemplated in that part of the world, and that it would be as well for the correspondents to get back to Japan; yet now it appears, according to the War Office authorities here, that the next movement is to be the despatch of the Sendai contingent to join Oyama's command.

certainly could have told us this without

doing any harm to the plan of campaign-

all the correspondents are pledged to main-

thin secrecy as to future movements, and their letters have to pass the Censor while with the Army." At Hiroshima I was strongly advised by responsible officials not to go even as far as Kobe-twelve hours by rail-much less to Tokio, for fear of missing the movement of the Sendai troops; yet here I have been two weeks and the shipment has not begun. and I have only just now been told that when it does begin it will take fully four days before actually sailing, so that I might as well have gone up to the capital and could have had ample warning. Further, I was confidently assured that I would get carlier and better news here than elsew'ere, yet I have had practically none at all, whereas the native newspapers of Tokio have been getting plenty-not particularly important perhaps, but better than nothing. The official investigation of the Port Arthur brutalities provided an instance; the authorities profusely protested a sincere desire to afford the earliest information to the Times, as the leading paper in the world, yet it is only to-day that I have been able to elicit the fact that enquiry has been in progress for some time, whereas the Kobe Chronicle of news that Count Saigo (War Minister) and Capt. Tsunoda were to go, presumably a few days earlier, on a mission of this nature. I asked about this and was told there was no truth in it, yet now I am assured that the enquiry has gone so far that some reports have already been received from Port Arthur. Again, Viscount Mutsu, Foreign Minister, in an interview two weeks ago, assured me that Marshal Oyama's official report of the battle must of course mention the misconduct of the troots if any occurred; he promised me another interview when that report should arrive, and said he would be glad to give me an official statement thereon; yet when the report did come, I was never told, though I asked repeatedly; it dealt only with military operations, and said nothing about the murder of pinioned Chinese prisoners, the mutilation of their bodies, or

the looting of the town by Japanese sol-

Tokio without a word in remembrance

what to dot but they offer to tell. However,

are in the same boat, stranded in Japan they are supplied. It may be that there it

the next food it depended a good and toesenable explanation. It make

longer to wait.

A subsequent letter dated Tokio, December 25, indicates that no further progress had been made, but that the despatch of JAPANESE DECOR : 10N FOR THE the Third Army Corps was still imminous. No attempt is made to account for the de-The Mikile has conferred the order of lay in the despatch of this reinforcement of

> THE PORT ARTHUR AFFAIR. Yokohama, Dec. 20.

Doubtless the attitude of all fair-mindu persons with regard to the Port Arthur affair has been one of suspended judgment. We have not as yet had any authoritative statement of what really occurred at the capture of the fortress. Newspapers have given their own versions what war correspondents are supposed to have said, and it has been hinted that the correspondent of the New York World is about to publish revolutions calculated to startle humanity. Altogether the impression conveyed in that the buhaviour of the Japanese soldiers, was most cruel and bloodthirsty; that they slew combatants and non-combatants without discrimination, and that they continued this fierce slaughter throughout three days It is difficult to avoid feeling disappoint- following the capture. Among the four newspaper correspondents present at Port Arthur, three were wholly novel to the work they were required to record. They had never before seen anything of war, and even its ordinary incidents must have been shocking to there. Of course we do not desire to suggest that their evidence is without more than could be expected in the way value, but the public will certainly be inof creature comforts. But they seem hope- clined to pay far more attention to testipanied the Army, since they necessarily enjoyed the best opportunities of observing the operations, and were impresver competent to estimate them by expert standards. One of these Attachés has now returned to Tokyo, and we learn from him that the statements hitherto published by the local foreign press must be received with the greatest reservation, and very largely discounted before the residuum of truth is reached.-

> THE HISTORY OF A REUTER. TELEGRAM.

HOW IT IS DONE. When an unexpected lull occurs in the dull monotony of work in 'this outpost of British civilisation, it is not unprofitable to devote a part of one's leisure to reading the fereign telegrams in the Home papers. It was while indulging in this pleasant occupation that we happened upon the old yarn about the Forfait and the Taiwan in He the columns of the North British Daily Mail, a Radical daily, published, as many of our readers may know, in the city of revengeful feelings in the hearts of the best-Glasgow. As the China Mail was the firstjournal to give publicity to the extraordinary conduct of the French cruiser, we were naturally much interested in the paragraph in its new guise. A few facts regarding the affair m y not be devoid of interest., On the 22nd Cotober of last year we reported in detail the sensational challenge of the Taiyuan by the Forfait near Hongkong. The incident was noticed our morning contemporary on the fol lowing day, and later on in other news papers in the Far East. It has been when they sent later to recover his body it reproduced by the Australian exchanges was not to be found anywhere. We afterof the China Mail, and has gone the rounds of English and American French journals in the four quarters of the Port Arthur, and must have been still globe. It was therefore with no small degree of surprise that we met the paragraph dignation the Japaneza received the news once again in the form of a Reuter telegram in the columns of this usually up-to-date Scottish newspaper. The date of the issue | rewards being paid to Chinese soldiers for was November 28, and it bore the following Japanese heads. When Port Arthur was

FRENCH ATTACK ON A BRITISH STEAMER. ' Reuter's Telegram ' Hongkong, November 24.

pired concerning the firing upon the Bri-

tish steamer Taiwan by the French orniser Forfait on October 21. Then follow the particulars published in the China Mail of October 22, varied only in phrascology in the manner usual soldiers. with plagiaristic journalists. The news agency known as Reuter is perfectly Japanese were deliberately-for the set justified in sending out copy of this sort if it can find purchasers, but there is to us out in the Far East a certain amount of chicanery about the methods adopted that fails to win our admiration. We prefer to put it that way. Any journalist must know how this telegram has been 'faked.' The mail from China port_where Reuter has an agency, and upon receipt of the Hongkong newspapers the paragraph had been re-written as likely as not that the Chinese soldiers and sent out as a telegram with the, to say the least of it, misleading date of Nov. 24. The same thing as we have pointed out on another occasion occurred with plague news we saw some of our Far Eastern contemporaries innocently reproducing a Reuter diers; and Viscount Muten has gone to telegram about the trials of a submarine boat in Australia in almost the identical of his promise, though I wrote remind- phraseology of the paragraph we had taken ing him. These are matters for which from a Sydney contemporary months bea correspondent is obliged to depend fore. In this particular instance we noon the Japanese officials. In the field it ticed the Bangkok Times made an attack the Chinese. They practically routed out different; the correspondent can use upon the Sigm Observer, alleging that the own eyes, though it would be of great editor of that paper had * faked ' a bogue value if the officers would say enough telegram. The accusation as it turned killed in the houses. to enable him to select a good point of out-we did not notice any reply by observation; they never do. Of course, the Observer-was perfectly unfounded. to some extent they are bound to maintain as the telegram had evidently been sent secrecy; but they do it where there is no out by Reuter and appeared in need. If they had said 'use your own judg. | Rangoon Gazette before it appeared in th ment for we cannot tell you,' we would know | Siam Observer. The moral is that there are tricks in this trade of telegrams. now we understand the position better, so youd the fact that we were the first to perhaps it will be all right in the end. publish the news of the Forfait Toissuan Meantime, the movement of the Sendal incident we have no further interest in the division is becoming more and more im- matter; but it would be worth while for minent, so we may as well wait for it. One | those who are most concerned to inquire | ese. consolation is that all the correspondents into the value of the telegrams with which

wrote the maragraph published at Home; but in that case how can the heading 'Reuter's Telegram, Hougkong, November 24' The explained? We can scarcely believe that Reuter's agent here will admit that it took him from October 22 till November 24 to sas milate the particulars that had 'transpired' in the Child Mail of the firstmentioned date !

THE PORT ARTHUR ATROCITIES.

INTERVIEW WITH HR COWEN. Mr Thos. Cowen, The Times war correspondent at the seat of operations, who returned to Yokohama from Hiroshima on Friday morning, has kindly favoured a representative of this journal with an interview. The conversation quickly turned to Mr Cowen's recent experiences at and

around Post Arthur. -We have been hearing a lot lately, Mr Cowen, of the atrocities committed by the Jap mese soldiery after the fall of Port Ariur, and naturally much comment has buon worked; you, as an mys-witness of the operations which culminated in the all of the famous fortress, could throw much light upon the offsir. Well, of course, what I have to say be-

longs to my our and are but with that reservation, I should be only to glad, was the reply to place you in possession of all the facts to far as they came under my personal observation. But to begin with, L Chin-thow before the army moved on to the attack of Port Arthur, I learnt through my interpreter, who speaks Chinese fluently, that some Japanese spies-two I believe -had been caught by the Chinese and tortured. Chinese official documents proving this were captured. Whether the men were dead before being burnt is uncertain, but that they were tortured and burnt is beyond all doubt. By the way, Mr Cowen, were you in the

skirmsh of the 18th November ?-Yes. Creeks and I were with the advanced patrol of the Japanese, and when the Chinese retreated we both rode forward to have a better view of what was going along. was rather a hazardons proceeding on our part, but even our bittees, who were unarmel, refused to go back when ordered them, and they accompanied us as far as we went. We must at one time have been fifteen miles ahead of the main army. Ail along the track there were traces of the Chinese retreat, both on the read and in the fields. As we rode along we saw the bodies of some Japanese soldiers who had fallen in the earlier part of the fray. their uniforms were stripped from them and every corpso had its head and righthand cut of. Two or three of them were disemboweded and nameless atrocities had been perperrated on others. The sight was most revolting and was sufficient to excite disciplined men. We returned to camp at dusk and met the stretchers going out to bring in the dead. bodies were not all recovered night, for next morning other stretchers went out affeld.

Did you remain long in camp there i Qb, no. The next day, the 19th, I went with the patrol to a large village among the hills near Post Arthur. We did not see any Chinese-though afterwards we heard there were 600 in the place, and our little party would we been in a tight fix if these gentry had shown fight. I'm y were in hiding, and one of our party was shot before the danter was seen. He fell of his horse, but I do not think he was killed, because wards heard from the Chinese in Port Arthur, and from Hart; Router's agent there, that this trooper was conveyed alive for they tortured and burnt him. Of course you have heard with what inof the Chinese putting a price upon the heads of the Japanese soldiers !-- Oh yes and by the bye. Hart says that he saw the taken proclamations offering the rewards for heads were found upon the walls.

It has been alleged that the Japanese oficers took no steps to restrain their men from committing deeds of needless viol The following particulars have trans- ende!-Well, I can say, as an eye-witness that on the march the Japanese officers ditheir best to diminish the excitement caused by the atrocities perpetrated by the Chinese upon the persons of their enemies. They had the bodies covered, and as quickly as possible removed from the sight of the

Is there any truth, Mr Cowen, in the story that the mutilated bodies of the purpose of working up the men's feelingsaid out along the roads up which the Japanese advanced to the attack upon Port Arthur 1-Such a statement is utterly wrong; there was no each laying out, and

no working up of excitement. And now, Mr Cowerl, a few questions in regard to what happened after the capture of the Chinese stronghold ?- I would first explain that when the Japanese entered the town they had every reason to expect had arrived in London or at some other a good deal of opposition! A large Chinese army was known to have been in the place, although pobody know where it had gone to. Under the circumstances, it was bad taken to the house aind would endearour to pick off the Japlaneas as they advanced along the street But there was no resistance. I was in a very good position to see everything and there was no resistance at all. Still it was berhaps reafrom Hongkong, and only a few weeks ago sonable that the Japaners on their entry should fire he everything that they saw moving. At first I was distinused to feet horrified at this, but after mature de liberation I have come to the conclusion that the Japanese were not so much to

> Do you mean on the first day, Mr Cowen, or the three days following the fall?-I refer to the first day alone. I was greatly surprised next day to find them still killing the whole of the town; every louise was entered and searched; the Chimese were driven out and killed; some were even

> Did you go into any of these houses yoursolf 1-Yes. And did you see anything herrible going on inside?-Yes, there were some durprising sights. I saw some bodies under the beds having bullet wounds upon themevidently the poor creatures had tried to hide themselves under the beds. Some

> Did you see, Mr Cowen, any officers wit these raiders on the second day !-- Yias. saw some officers with the men, they were apparently directing them, so far as I could

corptes I saw were in a kneeling position-

they had evidently been killed while kow

Were the Chinese only shot down? - d no. Afterwards I caw the Capaners use their swords a good deal. Some men to hacking at dual bodies, for some that I all

trops to Ohina; and there is not much be alleged that Reuter's agent in Hongkong had deep gashes with no blood. In a few and Turkish Armenia, Constantino- sition that the cable passing solely from cases there was deliberate mutilation and there is not much be alleged that Reuter's agent in Hongkong had deep gashes with no blood. In a few and Turkish Armenia, Constantino- sition that the cable passing solely from

. saw were dismembered. blame in regarding all the inhabitants of following sentences: -Port Arthur as hostile. It was so very plain that the Chinese soldiers had disguised thur were strown with their uniforms.

nanese seldiers' conduct was not so blame- their soldiers to fight her battles. The enworthy, taking all into consideration?-Not | tente with Russia has, therefore, nothing to on the day of the taking of the port, but do with the Triple Alliance. England's Chinese instead of taking them prisoners. future greatness. If the entents means that ments in Aeronautics.' In the course of The actual number of Chinese killed in the England is seeking to postpone the evil hour his address, Mr Maxim referred to the it at 4,000; all the balance in my opinion Russia that will profit most by delay."

Chinese continued during the second day? In fact, it went on as long as I stayed there. shooting going on-we could hear it.

way not to injure any women or children. These, then, Mr Cowen, are the startling

facts which were first to appear in an American journal?-I don't think they should startle humanity more than war news ordinarily does. Such things have been done before. I don't think they are worse than the actions of some English and French armies. The ordinary events of any war can furnish any amount of sensational writing if war correspondents care to go in for 'pil ing up the agony.' Some people delight in etrong' writing. There is one thing should like to have stated unequivocally. and that is I saw no house-to-house fighting I had a splendid position to see overything that happened, and I can emphatically state that there was no resistance on the part of the Chinese, after the town

And do the Japanese really try to suppress information?-No, to my knowledge they have suppressed nothing, even when adverse to themselves. It is important to have that ofearly understood. But at the same time. I must say they are most aggravating in the matter of giving information. They treat us with great kindness and courtesy, supplying us with food and wines, horses and coolies, the best they have to give; but information they will not give. Their reticence is carried to quite ridiculous extremes. I wish to goodness they would give us less champagne and more news. If the officials had fulfilled their promise to supply information and to facilitate pressmen. I could have gone from the head-quar-

With apologies for detaining Mr Cowen es long, our representative stired, after mutual exchange of courtesies. - Japan

GREAT BRITAIN AND RUSSIA.

The Vienna correspondent of the Standard

expresses clearly how the rapprochement between-Britain and Russia is regarded by the Russians :- The St. Petersburg Correspondent of the Politische Correspondenz. whose letters usually reflect the views of the Russian Foreign Office, gives a very clear and practical explanation of what is understood in Russia by the rapprochement with England, the existence of which he confirms. 'It is not believed.' he save. that England intends to abandon isolated position, and thereby to bring about further changes in Europe. The English are too practical to contemplate either an effective Anglo-Franco-Russian Alliance. even a formal union with Russia alone. British Government, it is considered, by assuming an attitude of friendliness towards Russia, simply derires to improve the relations between the two countries. There are too many points on which the interests of the two nations seem irreconcileable to justify the dream of an alliance between Russia and England, but the conflicting questions may well remain for a long time us they are, without leading to an open Each country has it in its power materially to injure the other, and the rapprochement means that both have rebounced any such intention, and will endeavour to settle any future incidents pencefully. This will not only establish friendly relations between the two countries but is likely to have a moderating influence upon the growing antagonism-of which there have been several signs of late-between England and France. The entente, which does not appear likely to lead to an alliance by which the balance of power in Europe might be disturbed, naturally menaces no one; and, moreover, the equilibrium based upon the Triple Alliance on the one side and the Russo-French entents on the other is too stable to be affected by any improvement in the relations between a Power which belongs to one of these two groups, and another which has remained outside of both ' Having said this, it must be stated that England's new attitude, is welcomed with lively satisfaction in Russia, and there wil no hesitation in reciprocating it. The leading personages in St. Petersburg have been agreeably impressed by the delicacy of Eagland in holding out her hand to Russia at the moment when the latter was suffering from a severe blow, and the presence the Prince and Princess of Wales during this trying time has increased the sentiments of mutual friendship. It cannot be denied that the hostility to England which has existed in certain Russian circles has slready been modified, and that weere material imis preparing. It will form an additional

element of sceurity in Europe." The reports of the entente have made a very different impression from this upon Professor Armio Vambay, of Budr-Peath University. In two artiples in the Perifier Lloyd, the second of which apperred to-day. he asserts that a lasting friendship between the whale and the elephant is impossible and sgalast nature, and he he prepared to recegnise, much against his will. temporary understanding, friend which onuse of civilisation in Asia might, no doubt, derive a passing benefit; s gare and water, he says, cannut live in peace together, nor can Hussla and England of to quote a Persian proverb, "Ten Dervision can find room on the smallest parpet, but there is not space pr two Kings in the wides Empire." parned Protester enters irin details in suit part of his case, pointing anot only to the Pawire and Morat, but with to Russian

cases there was deliberate mutilation and ple, and Perela. He concludes with British territory and through waters comdisembowling: two or three Chinese corpses a very shrewd explanation of the fact paratively secure from attack, must be that at the present moment Russian of greater strategie advantages than the Who were the perpetrators of these deeder and English interests in China, in- lines through European and Egyptian -They were all done by soldiers in uniform, stead of being opposed to one and territories with constant liability to warlike not the work of coolies, so far as I could see. other, are almost identical -namely, that | complications.

Then in your opinion, Mr. Cowen, the Ja- when balf-a-dozen German Princelings lent | well as commercial advantages. what I do blame them for is that after all | battles will in future be fought in Asia, and resistance was over they went on killing there, too, lies the guarantee of England's London recently on the subject of 'Experibattle was probably a good deal below 1,000; by feigning friendship for Russia, it can history of his flying machine, from the

could have been taken alive. But then, as | It is unfortunate that Professor Vambery proposed to lift directly into the air by the I have explained before, the atrecities com- | did not wait a little longer before writing | action of two screw propellers revolving in mitted by the Chinese would have excited these articles. Half-a-duzen years elapsed reverse directions, down to the present before the Austro-German Alliance and, date, when after a series of experiments, You say "that the killing of unresisting subsequently, the Triple League, were be- he (Mr Hiram Maxim) believed be had lieved-in France, for testance-to have the arrived at important results. Some twenty -Yes, it went on much the same, diminish - meaning attributed to them by their authors, | years ago, when he himself began to think ing only as the supply of Chinese ran short. and to this day the real object of the Russo- of the subject, his first idea was to lift his French understanding is uncertain. How- machine by vertical propellers. He was, I got on board the steamer on the afternoon ever, as the following remark, made to me however, quite unable to work out on that of the 25th and we left on the morning the other day, goes to prove, the Anglo-Rus- principle any system that would not be too the 26th, and there was still sian Agreement is rightly appreciated in heavy to lift itself directly into the air. It some quarters :- 'It is evident that the Chi- was only when he commenced to study the A statement has been made that there ness difficulty afforded the occasion for, and aeroplane system that it became apparent al observation. But to begin with, the no women killed in Port Arthur?—I the basis of, the entente, but as there is at to him that it would be possible to make a should like to mention that when I was saw several women killed and a few children. present no critical question in Europe, it is machine light enough and powerful enough I saw also a rather large number of women enough that the two Powers have come to an to raise itself without the agency of a tlement it seems to be possible for an in--some scores-whom the Japanese left un- understanding about the one question in balloon. From the first he was convinced

> LATE TELEGRAMS. ANABCHIST THIEVES ARRESTED. London, December 10 .- Fifteen snarchist thieves have been arrested in connection

in Paris. THE ENGLISH ELEVEN.

Brisbane, December 11.-The cricket metch. England v. Queensland, was concluded vesterday and resulted in a victory for the Englishmen by an innings and 274 The scores were: Englishmen. 494; Queensland, 1st innings, 121, second inninge, 99.

FORGED AMERICAN BONDS. London, December 10 .- An enormous issue of forged American bonds have been discovered in the United Kingdom. 'RINGAROOMA' COURT MARTIAL.

Sydney, Dec. 11.—The court martial in necessary to find some place where a strong gale could be relied upon, when the machine connection with the stranding of H.M. Ringarooma at the New Hebrides resulted in the Captain, navigating officer and the officer on the watch being found guilty of negligence and severely reprimended.

THE OTTAWA INTER-COLONIAL CONFERENCE.

THE EARL OF JERSEY'S REPORT. The Standard is informed, states a telegram desputched from London on Dec. 3, that The found that as much as 1331b. could Earl of Jersey has submitted to Lord Ripon his report of his mission to the Ottawa Inter-Colonial Conference. 'The tenor of his ters of Count Oyama's Army to Lieut-Gene- | report indicates that his opinions are largely ral Nodzu's Camp in Manchuria and back | in sympathy with the Conference's concluhere instead of wasting a whole month in sions as to the cable, steamship and trade relations in the Empire. These conclusions are described by him as sound, practicable and likely, if realised to be of the greatest advantage to Great Britain. The Earl Jersey earnestly advises the Government to consider favorably the unanimous request of the Conference for the removal of any restriction, treaty or statutory prohibition standing in the way of Inter-Colonial trade. The power to make fiscal arrangements telegraphs the following intelligence which inter se, he says, may or may not be largely used, but in granting it to self-governing colonies, Great Britain will be developing the policy, long pursued, of enabling them to make use of such resources within the Empire as they think best. 'I consider that it will be a consistent and successful policy recognise the reasonable nature of the reto quest that autonomous colonies have power subject to the veto of the Crown, to make

> As regards the suggestion to establish maximum tariff for foreign nations and minimum tariff for members of the Empire. the Earl of Jersey remarks that such proposal would involve a fundamental change in the financial policy of Great Britain. As far as the colonies are concernexisting taxation, but, as applied to Great Britain, it would compel the introduction of

a new system and the creation of new tax-. Canada, Australia and the Cape.' writes, with their exuberant products of fixed and raw material, compared with their population, regard import duties with a different experience from that of the United Kingdom, with its insufficiency of homegrown food and the necessity of the free importation of raw material for industries. Coming to the mail service, the report is distinctly sympathetic, but warns the Australian colonies that much will depend on their action. It mentions that the assistance required from the Imperial Government might easily be rendered by diverging some of the mail poundage from the existing New York lines. On this point his language is: 'If, instead of two weekly mails, sent by the Cupard and White Star lines, one were sent by the proposed route to Canada not only would certain political and naval advantages be secured, but about £52,000. or half the poundage now paid yearly to the New York lines, would be saved; as t subadised service would carry mad matter free to the extent of the subsidy. there would be a large set off against the contribution of £75,0 JU and the remainder would be still further reduced by the free carriage of any mails from Vancouver to New Zealand and Australia. Lt is surgested £75,000 might be made up by the Admiralty subvention on account of the fast cruisers. The new company could supply something like £39,000. If Great Britain makes these concessions,' the report contiques, take will have done her part toward provement in the relations of the two peoples | forging a strong link in the chain of Imporial communication.' The Earl of Jersey implies incidentally that the dangers from fog and icebergs have been exaggerated.

He does not see any practical difficulty in | THE Shop Girl | just produced at the Gaiets the way of the cable, if the Neckar Island Theatre in London must be a fine example or one of the Sandwich Islands be used as of the modern extravaganza. This is what a landing place. There might be more the dramatic critic of the Standard says difficulty in repairing the line, he says,

and that is not an unresignable propor legands,

I saw that some of the bodies of the Chinese | the war between China and Japan, and the | Some space is devoted to the question of were in plain clothes, but under the jackets | discomfiture of the former, have come about laying the feable by national or private enwere cartridge belts, some half full. A few several years too soon for Russia; too soon, terprise. The report says the difficulty of had weapons. Some of the men in plain indeed, by the number of years that must state control under the joint ownership of clothes were Chinese soldiers' boots; so alto- clapse before the completion of the Siberian several responsible governments cannot be gether I don't think the Japanese are to railways. To-day's article closes with the disregarded. It admits that the enterprises of the eastern company banefits Australasia. 'The centre of gravity of the British but is comewhat opposed to a monopoly, espower lies in Asia. Great Britain has no pecially if the new line be undertaken in themselves; the hillsides around Port Ar. longer any business to attend to on the Eu- Imperial interests. Evidently the Eurl of ropean Continent, for the times are past | Jersey thinks the line will have strategic as

FLYING MACHINES.

Mr Hiram Maxim gave an address in the Japanese official returns, I believe, place only prove to her disadvantage, since it is time when, in 1856, his father worked out a plan on the basis of a platform, which he hurt. They evidently tried in a general Asia, It is the beginning, but not the end. that it would be quite out of the question to employ a balloon in any form. A flying machine to be of any value must of necessity be able to propel itself through the air at a velocity greater than that of an ordinary high wind. It ought at least to be able to travel at a velocity of thirty five with the great newspaper blackmail scandals | miles an hour. At that speed he found that a small and chesp scroplane would lift more for its weight than a balloon. and would require vastly less to propel it. If large muchines could be made with sufficient power to lift themselves vertically into the air, experimenting with them would be comparatively simple, because no lurge field would be required; but with the acroplane system, which might be considered a kite, or, perhaps, a system of kites, and which must rise at an angle, it was necessary that the machine should have

long run in order to attain the required

velocity for rising, otherwise it would be

might be anchored to the earth and be flown in the air after the manner of a kite. As he could not rely upon the wind to raise his machine, it was necessary for him to drive it through the sir, and for that purpose he procured a large field, where he laid down a light railway track, on which his experiments had been conducted. great many experiments were made with different forms of acroplanes, and it was carried with the expenditure of one-horse power with a well-made acroplane. All his experiments went to show that an aeroplane in order to be efficient must be very rigid and not be deformed by the pressure of the air, and he found that it was not at first an easy matter to make a large acroplane which would fulfit all the requirements. After a great many experiments, he constructed an seroplane, the framework of which consisted of very strong but thin steel tubes stayed with strong steel wires. The machine was provided with a fore and ait rudder, both being connected with the same windless. Many had supposed that the condensation of steam would present insurmountable obstacles to the use of steam engine on a flying machine. had not yet completed his condenser experi ments, but as far as he had gone he fel sure that a copper condenser could be constructed that would return its own weight in water every five minutes, or, aluminium was used, every two and a-half minutes. With his large machine as fire finished, the actual lifting effect was less such fiscal arrangements with each, as ma than 28lb. per horse-power, but then that seem to them most conducive to commercia was the first large machine ever built, and it was ensceptible of many improvements.

every one of which would increase the load

which the machine would be able to carry

with the expenditure of one-horse power.

In designing a new machine, the advantages

of his past experience would enable him to

improve and simplify it, so that he should be able to carry from 50lb. to 60lb. pe ed, he thinks it would mean the remission of horse-power; and he had no doubt that shortly it would be possible to carry as much as 1901b. to the horse-power. Even with only 50lb., a machine could travel from 250 to 300 miles and return to its From the beginning of the past year up to point of departure, practically a flight of 500 to 600 miles. He thought it possible to maintain a speed of 100 miles an hour. When the machine was once perfected, would not require a railway track to enable it to get the necessary velocity to rise. short run over a moderately level field would suffice. As far as landing was concorned, the aerial navigator would touch the ground while moving forward, and the machine would be brought to a state of rest | OPIUM-New Pains, cash ... \$8174 by sliding on the ground for a short distance. In this manner very little shock would result, whereas, if the machine were stopped in the air and allowed to fall directly to the earth without advancing, the shook, although not strong enough to he dangerous to life or limb, might be anflicient to disarrange or injure the muchinery. What now remained to be done was to study and develops the art of navigating the machine, but in order to do this it would be necessary to obtain larger premises free from trees and houses, and not until after it was possible to manonvre the machine within a few feet of the ground should high or free flight be attempted. He had the utmost confidence that, with the expenditure of a little more time and that the difference between the poundage and money, every difficulty would be overcome. (applause). - A vote of thanks was given lo Mr Maxim for his paper, on the motion of the Chairman, who congratulated him on the ingenuity and results of his experiments, which had, at any rate, demonstrated the possibility of constructing a machine which could lift its own weight and propel itself through the air.

about it: - Feebleness and fatuity are annaowing to the depth of the ocean. He | rently points of strength, rather than drawspeaks with less confidence of laying the backs, in works of this class. As regards cable from Vancouver to Fanning, owing to | the dialogue and construction of Mr H. J. the unprecedented span of 3,23 , knots in W. Dam's play, any modestly endowed that route; but, he adds, the difficulty may school-boy of twelve, who had been taken to BAROMETERhave been over-estimated. He regrets that | the theatre two or three times, might easily he cannot submit a reliable statement of the | -if gifted with a fair memory-have writexpenses and receipts. He considers the ten a piece which would rival or surpass this value of the cable for Imperial purposes a investy; indeed, it is not obvious why an author is wanted at all for such composition-He says, 'I will only Femark that I tan. The comedians appar to get on better when not understand how the two routes one nut encumbered by any text, and the chief eastern and one western, can fail at critic charm of the sunge, culled, from various cal maments to be more useful than one, sources, seems to be their complete irri-

COLONIAL MARINE COURTS OF INQUIRY.

The decision of the Court of Session in the

case of the Samara is rapidly bearing fruit as is shown by the correspondence between Mr Grylls, scoretary of the Mercantile Marine Service Association, and the Board of Trade, which we published a few days ago. The case to which the letters draw attention is that of the Nam Youg, a steamship belonging to Singapore, which stranded on an island in the Straits of Carimata, in the month of August last, while on a voyage from Java to Singapore. It seems that the master, Mr Nicol, had been through these particular straits something like a hundred times, but he had the misfortune, mevertheless, to run his ship ashore. It was a dark night, so we are told; the weather was thick; the locality is admittedly not properly surveyed; and the currents are variable. As to the soundings, they are stated to be so irregular that for the navigation of his ship a master cannot rely upon them, and must depend for safety practically upon the correctness of his reckening. In the ordinary course the stranding formed the subject of inquiry at Singapore, and as a result the master found himself deprived of his certifieate for a period of Your months. It seems that no charge was ever preferred against him in the course of the inquiry, nor was he aware until the judgment had been delivered that any charge would or could be made against him. Even now he says that he does not know what the actual allegations were. Here of course, is the case of the master of the Samara over again, but reproduced in far worse form. In the case of the Samara, the Beard of Trade solicitor did put certain questions to the Court at the close of the naulry which suggested misconduct on the part of the ountain; but in the case of the Nam Your the procedure appears to have been still more unjust. In the Straits Setniry to be conducted from beginning to end without a single whisper against a particular individual, and yet for that individual to find himself condemued by the judgment of the tribunal. What the Mercantile Marine Service Association at once to point out to the Board Trade that the legislature clearly never contemplated that these casualtr inquiries should be conducted upon entirely different principles in various parts of the empire, and that a British shipmester ought not to be made the victim of the unjust local ordinances which happen to exist in the Straits Settlement or anywhere else. The Board of Trade do not seem to have harried themselves over the matter, for Ma Grylls' first letter was dated Oct. 13, and it was not until Nov. 17 that the Board replied, having in the meantime received a letter and a telegram from Mr Grylia, dated respectively Nov. 7 and Nov. 8, calling attention to the decision in the Simara. When at length a communication from the department did arrive, however, it was satisfactory, for it intimated that 'without expressing any opinion upon its legal aspect, the Board have decided to remit the remainder of Captain Nicol's term of suspension. The Buard of Trade do not care to acknowledge that the decision in the case of the Samera is the basis of their action: but there our be no question that the strongly expressed view the Court of Session was the operating motive, since Mr Nicol's case was brought before the Board of Trade long before the appeal in the Simara was decided, and it remained practically shelved until the decision of the Court of Session in that case made further inaction impossible. So far as shipmasters are concerned, the present act of the Buard of Trade, tardy though it may have been, will be welcome, since it indioutes that in the future to ship's officer will be permitted to be condemned unheard, and that in some way or other the proceedings, not only of home, but also of Colonial inquiry courts, will have to be placed upon a more just basis. But so far as the victims of these unfortunate travestles of justice are concerned, their position is not an agreeable one. In the case of the master of the Samara, he was awarded his costs when his appeal was successful, but for his loss of employment and temporary loss of reputation he is likely to receive nothing. Mr Nicol's case is worse, for he has not succeeded in getting his judges condemned in their turn, and what has been done is a mere act of grace on the part of the Board of Trade. The Board have remitted a portion of the period of suspension, but that is the only evidence that the suspension was unjustifiable. There has been no appeal, and the conduct of the court of inquiry is only inferentially condemned. We hope the Board of Trade will not consider that their duty is completed when they have done their best, by remitting a part of the punishment, to remedy the injustice resulting from these Colonial methods of propedure. What is needed is that the methods. and not the contenees courrement upon them

the end of November, 23 240,000 gattons of kerosene oil have ren imported into Yokohama, this being an increase of about 5,270,000 gallous ver the import for the corresponding period inti year.

should be everhauled .- Ship ing Guzette,

Quotations. Hongkong, January 4, 1895 New Benares, cash, \$8424 Now Maiwa, credit, \$680 Allowance, Taels ... 8 to 1 cally Old Malwa, credit, \$690/710

Allowance, Tarle ... 8 to 1 daity

Persian, Ong. cash, no question

Parainu, Paper Con \$740/760.

HONGKUNG REGISTER.

Allowance, Taols ... -

Allowance, Taile, ... 16

Provious On date at On date at to a.m. 30.19 30.11 30.31 Lemperature Humidity d la abottonia Wind Force Weather 0.01

Highest open air temperature on the Srd........ F. G. Floc. First Assistant Hongkong Observatory, Jan 4, 1895.

Temperature. (Taken at Mesers Falcover & Co.'s Promeste, Queen's Road.)

Henokong, Japuary 4, 1895. Thermometer—9 a.m... 4 P.M Wat holb P A.M. Do. 1 F.M. 4 T.M. Do. Minimum eres alebi

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS,

ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Oceanic (via Naga-salo, Kobo, Inland 1895, at daylight. Sen & Yokohama)

Gaelie (vin Nagasaki, 1 Kobo, Inland Sea, SATURDAY, Jan. 26, Yokohama and [1895, at daylight. Belgie (via Nagasaki,) Winespay, Feb. 27,

at daylight.

Kobe, Inland Sea

and Yokohama) ... J

(TE Stemmahrp OCEANIO will be despatched for SAN FRANCISCO, oid NAGASAKI, KOBE, INLAND SEA YOKOHAMA, on WEDNESDAY, the 9th January, at Daylight, connection being made at Yokohama with Steamure

from Shanghai. Stoamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passingers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upor application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Involces to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Commony's Offices, addressed to the Col-Befor of Customs, San Francisco. XEUR further information as to Freight be Painte, apply to the Agency of the Company No. 7, Praya Contrac.

C. L. GORHAM, Acting Agent. H. nokonk. December 19: 1894:-- - 2065

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS REOM HONOKONG.

City of Rio de Janeiro (via Nagasaki, W'nesday, Jan. 16, Kobe, Inland Sea at daylight. and Yokohama) ...

City of Peking (via) Nagasaki, Kobe, W'NESDAY, Feb. 6, Inland Sea, and at daylight. Yokohama).....

China (via Nagasaki,) W'NESDAY, Feb. 20, Kobe, Inland Sea at daylight. and Yokohama) ...]

II'llE U. S. Mais Steamship CITY OF RIO DE JANEIRO will be despatches for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, on WEDNESDAY, 16th January, at Daylight, taking Passongers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HUNOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all tions-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on appli-

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL -PACIFIO,-UNION-PACIFIC,-DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANA-DIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVER-LAND CITIES in the United States have. between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct

Particulars of the various routes can be had on application.

to Missionaries, members of the Navai. Military, Diplomatic, and Civil Services. to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico. Contral and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo dustined to points beyond Ban Francisco In the United States, should be sent to the Company's Offices in Bealed Envelopes, addressed to the Collector of Customs at san Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central, C. L. CORHAM,

Mulis.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN. BUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS,

THE COMPANY'S STRAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSESOR AND LUGGAGE.

PORTS.

N: B. - Cargo can be taken on through Ei of Lading for the principal places

KUSSIA. IN MONDAY, the 7th day of January, 1895, at 3 p.m., the Company's Steamship GERA, Captain B. BLANKE, with MAILS, PASSENGERS, SPECIE,

and CARGO, will leave this port as above,

calling at NAPLES and GENOA. Shipping Orders will be granted to Noon, on SATURDAY, the 5th Jan., 1895, Cargo and Specie will be received on board until Noon, on MONDAY, the 7th January, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 6th January. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measure-

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board. For further Particulars, apply to

MELCHERS & Co., Agents. Hongkone: December 17, 18/4

يمنافا لمألما والمسا COMPAGNIE DES MESSACIERIES

MARITIMES. PAQUEDOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA. • COLOMBO, PONDICHERRY,

MADRAS, CALCUTTA, ADEN, SUE PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA

MARSEILLES, LONDON, HAVRE AND BURDEAUX: PORTS OF BRAZIL AND LA PLATA

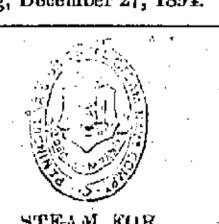
IN WEDNESDAY, the 9th January, 1815, at Noon, the Company's Steamship SALAZIE, Commandant PAUL, with MAILS, PASSENGERS, SPECIE. on CARGO, will leave this Port for the shove places.

Oargo and Specie will be registered for tendon as well as for Marseilles, and accepted in transit through Marseilles for the or neipal places of Europe.

Shipping Orders will be granted Cargo will be received on board until 4 p. m., Specie and Parcels until 3 p.m. on the 8th January, 1895. (Parcels are not to be sent on board; they must be left at

the Agency's Office'. Contents and value of Packages re re-For further particulars, apple at the

Company's Office. G. DE CHAMPEAUX, Agent. Hongkong, December 27, 1894.



STEAM FOR STRAITS, CEYLON, AUSTRALIA. INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BAT VIA, PERSIAN GULF, CONTIN ENTAL AND AMERICAN PORTS.

HE Steamship PEKIN, Captain G. L. LANGBOURNE, carrying Hor Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 17th January, 1895, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the SHANNON, which Vessel takes on her Cargo for LONDON, vid SUEZ CANAL, leaving that port on the 9th FEBRUARY

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into steamer proceeding direct to Marseilles and London: other Cargo for Loudon, &c., will be conveyed vid Bombay.

Parcets will be received at this Office antil 4 p.m. on the day before sailing. Special rates (first class only) are granted contents and value of all packages are

> Shappers are particularly requested note the terms and conditions of the Comcany's Bills of Lading.

For further Particulars, apply to н. н. јоѕерн, Superintendent.

P. & O. S. N. Co.'s Office, Uongkong, January 3, 1895.

FOR SALE. COMPLETE REPRINT, in Pamphlet A Form, c Form, of the proceedings in the

REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the

PITMAN V. KESWICK LND OTHERS, Price per Copy. - - 50 CENTS.

China Mail Orrign,

Intimations.

NORTHERN PACIFIC STEAMSHIE AND RAILBOAD COMPANIES-PROPOSED SAILINGS FROM HONOKONG. "

(SUBJECT TO.ALTERATION). Victoria..... Tuesday | January 22. Tacoma..... | Tuesday | February 26. Sikh..... | Tuesday | March 19. Victoria | Tuesday | April 9.

INTE Steamship VICTORIA, Captain J. PANTON, R.N.R., sailing at 1 p.m., on TUESDAY, 22nd January, will proceed to VIOTORIA, B.O., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and JALVESTON & SOUTH AMERICAN YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to . Passage or Freight, apply to DODWELL, CARLILL & Co.,

Hongkong, January 3, 1815.

The pure Essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely differsantal oil of the Indian Bazaars, is superior to Copaiba, Cubsb, or injections, and free from all bad smell or other inconveniences.

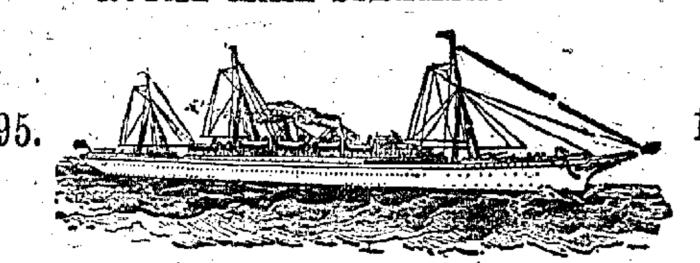
SANTAL-MIDY cures all dethe urinary organs in either sex in 48 hours.

SANTAL-MIDY is contained in small round Capsules, each of which which none are genuine. SANTAL-MIDY Beware of Imitations.

All other Capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless. SANTAL-MIDY is sold by all druggists and medicine dealers throughout the

Paris: 8, Ruo Vivienne, 8. 18 For Sale by A. Warson & Co., Chemists.

ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN OHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAL NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships-6,000 Tons-10,000 Horse power -Speed 19 knots. -Phoposeb Sailings from Hongrong. EMPRESS_OF CHINA ... comdr. R. Archibald, R.N.R....Wednesday, 23rd Jan./95 EMPRESS OF INDIA.... Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 20th Feb. /95 EMPRESS OF JAPAN ... Coundr. G. A. LEE, R.N.R.,........ WEDNESDAY, 20th Mar./95.

HE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C. in 12 DAYS, making chase connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD.

Return tickes to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATE - (tirst class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits,

Good for 9 mentis £100. The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT-MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned an operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent, PEDDER STREET. Hongkong, December 26, 1894.

| | S3A33 UST.—Q | ETOU. | I | 10M3° | | JAN | UARY | 4, 1886 |) , . |
|---|---|-----------------|----|-------|----|------------|---------------------|-----------------|----------------|
| | Swers | Shares. | | Zain. | | ат. ър. | ام | Ulusiny 4 Ua | guotaci sh. |
| | Hongrong and Shanghar Bark Cor, New Issue. | გე,ესი | \$ | 12 | | ali { | 112 % | prem., s | elle rs |
| | Bank of Chine, Japan and Straits, 1 | | | | £ | | nom. | | • |
| | L. L | *1, 2 50 | £ | 1 | £. | | £5 | | |
| | National Bank of China, Limited | ••• | £ | 10 | £ | 8.10 | \$18 1 , | buyera | |
| | MARINE INSURANCES. | | ŀ | ٠. ا | | | - | | |
| i | Canton Insurance Office U Ld., | 10.00 | \$ | 250 | \$ | 50 | \$148 , | ex div., | buyere |
| | | 24 00 | | 83.33 | 4 | | | hragelos | |

50 Tls. 200 North-China Insurance Co., Ld..... 20 \$24\frac{1}{2}, sales Union Insurance Society Co., Ld.... 10,000 & ail - \$771, sales Yanguzze Insurance Association, Lo. 8,000 8 FIRE INSURANCES. \$75, buyers Long song Fire Insurance Co., Ld... 8,000 \$ all 82 % prem. a ang & Whampua Dock Co., L. 12,500 STEAMBOATS. 50 ali \$65, sellera Ohman and Mamila S. S. Co., Ld.,... al. \$52, buyers Dungas Steamship Co., Lunitud 20,000 dr. U. and M. Stoamboar Co., Ld. 80,000 8 \$27, sales Indo China S. N. Company, L. mite. 60,000 £ \$38, sellers аШ Steam Launch Company, Limited... 2,001 3 China Mutual S. N. Co.

δ \£7, buyers (new issue). 20,000 £ BEVINERIES. Chiu. Sugar Company, Literated 15,000 8 \$139, sales and buyers \$48, seliers Lucy Sugar Company, Language 7,000 4 ali WHARVES. \$35, sales and buyers H.L. & Kow, Whart & Godown Co. 20,000 8 Wanchai Warehouse and Storage 100|\$ 37: |\$40 Company, Limited LAND AND BUILDING. Hongkong Land Investment and | 50,000 \$ 50 \$521, buyers Agency Company, Limited Kowioon Land and Building Com-188, sales and sellers pany, Humphreys' Estate & Finance Co...

46 \$16, sellers West Point Building Co., Lunited. [12,500 8 TRAMWAYS. HK. Elgh-Loves Tramways Co. . i.a. \$65, ex div., buyers Jelebu Mining & Trading Co., Ld. 33 877, buyers Pun om Mining Co., Ld Société Française des Charbon-. 8,000 Fcs. 500 Fs.500 \$75, buyers nages du Tonku New Balmoral Gold M'ing Co., Ld. 15,000 8 \$23, buyera Kaub Aust. Gold Mining Co., Ld ... 13/10 842, buyers 200,000Societé Francise des Houilleres) de fourane PLANTING, ETC. Onina-Borneo Company, Ld. 50 all \$21, buyers H. O. Brown & Co., Limited......

Hingkong Hotel Company, Lt..... 50 - al DISPENSARIES. A. 3. Watson & Co., Limite 1...... \$97, sales and seller. Dakin, Oruickshank & Co., Ld 50,000 8 H.K. and China Gas Co., Limite 1 ... 7,000 £ Hongkong Electric Co., Limited 30,000 8 BRICK AND CRMENT. Freen Island Coment Co., Ld. 20,000 8

Hougkong Brick & Coment Co., Ld. 4,000 8 15 \$12,50 \$4, Huyers MIRORLLANKOUH. Campbell, Moore & Co., Limited ... ide. Fenwick & Co., Limited 25 \$15, sales and buyers nakona Bakery Company, La. .. slongkong Dairy Farm Co..... 1 androng Los Company, Lamited all. \$80, sales it' song Rope Manufactory Co., Ld. \$120, sellers * Founder's shares

Quotation.

Palus. Amount. Interest, LOANS. James toporial 1886 , Tis. 767,200 Tis. 250 7 % p. annun 10 % prem., sales Hangkong Hotel Mort. 1 gaga Debentures, 1889

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any ressel in the Harbour, the Anchorage Is divided into eleven Sections, commencing from Green Island: Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the hod; of the Shipping or midway between each shore are marked a, in conjunction with the figures denoting the sections.

L. From Green Island to the Cas Work. 2. From Gas Works to Jardine's Wharf. S. From Jardine's Wharf to the Harbour Master's 11 ii o. 4. From Harbour Master's to the P. and O. Co.'s O h. e.

5. From P. and O. Co,'s Office to Paddar s Whari.

6 From Peddar's Wharf to the Nava Yard.

7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point, 9. From Kellett's Island to North Point. 10. Kowloon Wiseyes. 11. Jard no's Waart.

| Canton | Sellar Wyn Scott Schall | Brit. str. Dutch str. Brit. sh. | 1161 1400 1110 1400 | neo. 39 | P. & O. S. N. Co. | | Remarks. |
|--|---|--|------------------------------|-------------|--|-------------------|--------------|
| Assam | Sellar Wyn Scott Schall | Brit. str. Dutch str. Brit. sh. | עטפּג <u>ו</u> עטפּגו | neo. 39 | P. & O. S. N. Co. | | 8th inst. |
| Bormida | Sellar Wyn Scott Schall | Brit. str. Dutch str. Brit. sh. | עטפּג <u>ו</u> עטפּגו | neo. 39 | P. & O. S. N. Co. | | 8th Inst. |
| Bormida | Sellar Wyn Scott Schall | Brit. str. Dutch str. Brit. sh. | עטפּג <u>ו</u> עטפּגו | neo. 39 | Manhamita & C | | CAMP LYTOPS |
| Canton Celebes Cheang Hye Teng5 c. | Sellar Wyn Scott Schall | Brit. str. Dutch str. Brit. sh. Dutch str | 1110 | T | | /3.10065A-20 | l'. ' ' |
| Celebes 5 c | Scott | Prit sh | 1400 | JAN A | | I | To-morrow |
| Cheang Hye Teng O Co | Schall | Dutch ste | | | Jardine, Matheson & Co. | ihanghai | Co-morrow |
| | Reid | | 929 | | Order Chi | | T |
| | Reid | | | | Chinese | Amoy | To-morrow |
| . 19 man | Maria de la companya della companya della companya della companya de la companya della companya | Brit. atr. | | Jan. 4 | Chinese | Amoy | 1 |
| Devawongse | + | Brit. htr. | 1015 | | | Swatow | |
| 120 131 | | | | I - | Laute, Wegener & Co. | V D.A | 09-1 : |
| Empress of China | Atrond | Dan. str. | 397 | | Canadian Pacific Railway Co. | vaucouver, B.C. | 23rd inst. |
| Freir | Lunt | wan. su. | 1504 | | Arnhold, Karberg & Co. | , | |
| Fushun | Co44**4 | Brit. str. | 1183 | 1 _ | O. M. S. N. Co. | D 1 | 0 |
| Haitan 5 h | Colos | Ruit | | 1 | Douglas Steamship Co. | Forohow | fo-morrow |
| Haitan Hothow 5 c | Darth | Brit. str. | | Jan. 4 | Butterfield & Swire | Shanghai | fo-day |
| l ttanaluna | Dasilan | Trent Str. | 937 | Jan. 2 | A. R. Marty | Haiphong | fo-morrow |
| 1 BF A 103 Til | | | | | Jardine, Matheson & Co. | | |
| il → tarifica il di di | android "" | Brit. Bt. | | Jan. 1 | David Sassoon, Sons & Co | S'pore & Calcutta | 8th inst. |
| 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | THE CLOSE CARREST | MARCA 1361. | | l | Yuen Fat Hong | Singapore | fo-morrew |
| I Mark Data Common Cl | LYLUC D | Creat Pri's | | | Siemssen & Co. | Touron | |
| | DEBUCH | IDDETEL BET. 1 | 825 | Jan. 4 | Butterfield & Swire | Sandakan | |
| 3 c | Schlaikier | Ger. str. | 710 | Dec. 29 | Wieler & Co. | 1 | |
| 1 5 F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | YY SET WICK | COCI. BIL. | 1062 | Dec. 3 | C. M. S. N. Co. | | |
| 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Ryana | Mrit. atr | 2874 | Jan. 5 | Dodwell, Carlill & Co. | Yokohama | fo-day |
| 1 A-4 (C) D: | FT 35 FF 34 ' ' ' | | 863 | Dec. 28 | BDouglas Steamship Co. | | |
| | | | 1951 | Dec. 21 | 8 Arnhold, Karberg & Co. | | |
| 1.63 | 471331441 | The second section is | 3858 | Jan. | 2 O. & O. S. S. Co. | San Francisco | 8th inst. |
| | TRACICOUNT A AMERICA | E | | | B Dodwell, Carlill & Co. | | 1 . |
| · .1 [7] | 48 PMR1111 | O-014 O-14 | | I | Siemssen & Co. | • | |
| | | | | I _ | Bradley & Co. | | |
| Olam Complement | Sim | Brit. str | 174 | | 2 Dodwell, Carlill & Co. | | ٠, " |
| Siam | Blackburns | Brit. atr | 1408 | Jan. | SRutterfield & Swire | Shanghai | . \$- |
| Taiwan | Nelsen | Brit. atr. | 1459 | Dec. 2 | 9 Butterfield & Swire | Kobe | 9th inst. |
| Wuotan3 c | Ott | Ger. atr | 1015 | Jan. | Lauts, Wegener & Co. | Kebao | |
| 1 | Cabban | Brit. str | | · | I Shewan & Co: | | 1 |
| Zatiro | OUCOMB (COM | Trans DM1 | | | 701 | | 1 . |
| | · i i | * · · | | , | No. of the second | , | |
| Sailing Vessels. | | | ! | | The state of the s | | |
| | 6:A 3/ | Reit how | 1310 | to-c | Wieler & Co | | ;- |
| Bayard3 o | DIGUATOF | Augt at | 1550 | Jun | 3 Cantowitz & Co | | . 1 |
| 1 12 | MAIN TO I | ALITAI BILL | | 14 F 74 L P | * 111. 32 F . E 130 1826 | | 1 |
| 1 73-1 13 KI | SYOUR STREET | ALLEGA DIC | | 1040. 0 | | | |
| | | | | | | | į |
| N Claumain49a : IX Kil | N. 8.81.4.10 | Extract. Drie. | 400 | D. C. V. | Olivation of Con- | | |
| 1 17 () 1 () 1 () 1 () 1 () 1 () 1 | VV TIROT | F35 TO: 10414 | | 100 00 | r pract | | |
| 1 Tabila 10 CH | GODWAY raisasasi | ОТНО! ОП. | 1928 | Nec. 1 | 1 Oaptain | | |
| | | | | | 9 Master | | ~ |
| I Charles References 18 (C) | MONTANTOL | Drift Bill | | DOV. Z | alian secument | . 11 | 1 |
| 1 Q: | W 200810B | Amer. Si | TOOG | IDFC. D | W 111 140 WA | · · · | 1 |
| Stanfald Dick | Ultik | Drin Dye. | .000 | DO: 000 | 2 Wieler & Co. | | 1 . |
| 1 m-1l 19 All | March 10/30F | Ainer. Kcn. | 44 | Dec. 2 | 6 Captain | | |
| W. J. Rotch | Bray | Amer. sh. | 1664 | Dec. 2 | 7 Captain | | |
| , | • | , | ļ · | [. | · | } | . I <u> </u> |

Erstannic Majesty's Ships on the China Station.

| Name Rig. Tons Game L.H.P. Cardain Where at. | . , | | | | | | | . 1 |
|--|---------------|-----------|-------------------------------|---------|---------------|---------|---------------------------------|---------------------------------------|
| Leanger Linnet Leanger Linnet Leanger Linnet | and | Name. | Rig. | . Tons. | Grens. | I.H.P. | Cautoin. | Where at. |
| Archer Carolina Carol | | | | 1 | | | | |
| Alsertiy Archer Archer Cardian Captain Ch. J. Notecock Captain | 104 | Æ dus | twin-sere w orniser 2nd class | 3600 | | | Certain Robert L. Groome | |
| Archer Cardina Cardina Canturion* Daphno Edgar E | · | | | 1700 | | | | |
| Carotime Centurion* Centurion* Daphno Daphno Edgar Kes Wirebrand Gibraltar Leander Linnot Merury Peacock Pigeon Pigeon Pigeon Pigmy Plove Per polse Ra tler Redbreast Redpon Server Redbreast Redpon Server Server Spartan Synd class Synd cyn Synd class Syn | ٠., | 4.4 | cruiser 3rd class | | 1 - | | | |
| Centurion* Daphno Daphno Edgar Edgar Strebrand Gibraltar Leander Linnot Mercury Peacock Pigeon Plove Peacock Pigeon Plove Posobe Ratiler Redbreast Redpor Ratiler Redbreast Redpor Severu Separati Synthesis data Synth class Centurion* Synthesis data Synth class Syntha Synth class Syntha Synth class Syntha Synth | | | | | 3 | 4 ' | Captain Ch. J. Norcock | |
| Daphno Begar twin-screw cruiser 1s class 7750 12 10,000 Capt William H. Benderson Saddles Capt William H. Benderson Capt William H. Benderson Capt William H. Benderson Capt William H. Benderson Captain Commander MacAribur Captain Commander MacAribur Captain Commander Commander MacAribur Captain Commander Captai | ; | l | twin-crew battle ship | 10,500 | | | Captain J. M. McQuiae | |
| Edgar | , | | | 1140 | | | | |
| Section of the sect | | Edger | | 7559 | . 12 | 10,000 | Capt William H. Bet derson | |
| Strebrand Gibraltar Leonder | ٠. | No. | | | 9 | | | |
| Gibraltar Leonder Linnot Linnot Mercury Peacock Pigeon Pigeon Plymy Plover Popole Redbreast Redpon Server Spartan Spartan Spartan Spartan Spartan Switt Twosed Undaunted Victor Emanuel Condet Claptan Count Metann Connent Metann Chefon Saddles Saddles Chefon Captan Count Metann Chefon Chefon Captan Count Metann Chefon Che | • | | | | 4 | 1.4-1 | | ' |
| Linnot Linnot Linnot Gun-ve ac 2nd class Gruser 2nd class Gruser 2nd class Gruser 2nd class Peacock Pigeon Pigeon Plymy Plover Popolse Rs tler Redbrenet Redbrenet Redpon Severe Sunboat 1st class Serew gunboat 1st class Gruser 3nd class Gruser 4nd class Gruser 4nd class Gruser 3nd class Gruser 4nd class Gruser 4 | | - '1 | | 7700 | " | 10,000 | Captain A. McLeod | |
| Linnet Mercury Peacock Pigeon Play Play Ploy Po polso Redbreast Redbreast Redpon Severe Severe Sunboat lat class Solutions Severe Sunboat lat class Solutions Severe Sunboat lat class Solution | | | | ,. | 10 | | Captain Count Metaxa | |
| Peacock Pigeon Pigeon Plany Posper Posper Posper Posper Redbreast Redpon Severy Spartan Sparta | | | minera and find class | 7.6 | 5 | 7.9 | O inner der Bearcroft | |
| Peacock Pigeon Pigeon Pigmy Plover Po-poise Ratter Redbreast Redpon Sever Sunboat 1st class Sever Sunboat 1st class Pigmy Po-poise Redpon Sever Sunboat 1st class Sever Sunboat 1st class Sever Sunboat 1st class Sever Ratter Redbreast Redpon Sever Sunboat 1st class Sever Sunboat 1st class Sever Sunboat 1st class Sever Redbreast Redpon Sever Sever Sunboat 1st class Sever Sunboat 1st class Sever Sunboat 1st class Sever Redbreast Redpon Sever Sever Sunboat 1st class Sever Sunboat 1st class Sever Sunboat 1st class Sever Redbreast Redpon Sever Sunboat 1st class Sever Redpon Sever Redpon Sever Sunboat 1st class Sever Redpon Sever Redpon Sever Sunboat 1st class Sever Redpon | | | orniver 2rd cines | 37.3: | 13 | .7396 | Capt. Wilmot H. Fawker | |
| Pigeon Pigmy Plover Pospoise Ratter Redbreast Redpon Severe Severe Spartan Switt Twosed Undaunted Vivors Vivors Vivors Screw gunboat 1st class 200 200 200 200 200 200 200 200 200 | | Danage | | 1 | t e | 24.80 | LientCommander Laxton | |
| Pigmy Pigmy Plover Pospose Rether Ration Redbreast Redpon Spartan Spartan Swift Tweed Undawnted Victor Emanuel Wivern State Swift Sw | | | engrandent lat class | 755 | G | 720 | Lieut. Com. M. G. Cartwright | -Shanghai |
| Ploved Ploved Popolse Popolse Ratter Ratter Redbreast Redbreast Redpon Severe Spartan Synthesis Singapore Swift Tweed Undaunted Victor Emanuel Gunboat 1st claus Gunboat 1st claus Gunboat 1st claus 177 6 35 Commander F. R. Pelly LeutCom. Hon. F '. B. Addington Chefoo Sommander F. R. Pelly LeutCom. Robt. H. J. Stewart LeutCom. Robt. H. J. Stewart Licux-Com. Rob | | | a combined for the same | _ | _ | | Lient, Com. Pullips | Hankow : |
| Postore Postor | ". | Pigmy | | | 6 | 1 1 | Lr. Com. Hou. F C. B. Addington | Yokohama |
| Redbreast gunboat 1st class screw gunboat 1st class so the s | | | guitonat tat Giara | | | | Commander F. R. Pelly | Chefon |
| Redbreast Redport Redport Severy Severy Spartan Smit Tweed Undaunted Victor Emanuel Redbreast Redport Redport Severy Redport Severy Se | | | | , 'Ÿ! | | | LeutCon High Cotesworth | Bangkok |
| Redpoil Severy Severy Spartan Switt Twoesd Undaunted Victor Emanuel Wivern Severy Severy Severy Severy Severy Severy Severy Substited to the severy Spartan Severy Spartan Substited Substited to the severy Spartan Substited to the severy Substite | - 1 | | gillolat Inc Clar- | 805 | 6 | 720 | LtCom. Robt. H. J. Stewart | · · · · · · · · · · · · · · · · · · · |
| Severe Severe Severe Cruiser 2nd class twin-screw cruiser 2nd class twin-s | | | SCIEM SHOOML IN CINES | | | 7 . | Lieut, Com. C. G. M. y | |
| Spartan Switt Tweed Undaunted Victor Emanuel Wivern twin-screw cruiser 2nd class 2800 | Redpor | gnitotat tar cress | | 12 | | | |
| Switt Tweed Undaunted Victor Emanuel Wivern Sun-vees, Zant class constate: 5 1010 Commanded R. K. McAlpine Singapore Hongkong Saddles Commodore Boyes Hongkong Commodore Boyes Hongkong Hongkong Hongkong | . | | Cruiser and Cars | 1 | | 7000 | Cantain Alfred L. Winsloo | Saddles |
| Tweed Undaunted Victor Emanuel Wivern State Class Coast deferee ship, area 26: 3 340 Captain Hallifex Commodore Boyes Hongkong Commodore Boyes Hongkong Hongkong Hongkong | ٠. [| • | FAIN-BCLS & CLUISST THE OLD A | | | – | Commandel R. K. McAlpine | Singapore |
| Undaunted Undaunted Victor Emanuel Wivern Tweed Undaunted Cruiser Interview of the process of t | - 1 | | British Story Charles | 165 | | 1 1 | | |
| Victor Emanuel Wivern Const deferee ability and the Commodere Hoyes Wivern Commodere Hoyes Hongkong | - 1 | | | | - | | Cuntain Hallifax | 75 |
| Wivern Const deferee ship, area 4 1450 Hongkong | 1 | Undaunted | | i '' | l | 0000 | | |
| Misorb | | | | | | 1450 | | |
| | [| Wivern | CORAL deleter ship at the | | ≭ | . ***** | | |

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, hrst class; and 3 second class boats.

* Flagship of Vione ! haired the Hon. E Premantle, R.C.B., O.M.G.

Men-of-war on the China and Japan Station.

| Name | Flag and Rig. | Tons. | 12113. | H.P. | Captain. | Where al. |
|--------------------|---------------------|-------------|----------|---------------------------------------|--------------------------------|---------------|
| | 77 | 5000 | <u> </u> | · | -Vaptain Elichapinoff | Nagasaki |
| dmiral Kornilo'ii | Russian crumer | 7781 | 32 | 9500. | Captain Kasherininoff | Nagasaki |
| dmiral Nakhimoff | Russian flagship | 807 | - | | - Captain Parenogo | Nagasik |
| leout | Russian gundont | 1020 | 8 | _] | Captain Durand | Shanghai |
| lert | U. S. corvette | 2370 | 19 | 2400 | Captain Schmidt | t before |
| exandrine | German corvette | 4122 | 10 | 8251 | Captain Jauneguiberry | Nagasaki |
| ger | French cruiser | 4122 | 1 | 0402 | Commander F. McCurley | Nagwaki |
| llinnes 6 - | American cruiser | 00.50 | 14 | | Captain Elofmicier | Chefoo |
| rcons | German cruiser | 2500 | 14 | .450 | commander Journet | Ssigon |
| pic i | French gunhuat | 47 | ** | | Captain B F. Day | Cheloo |
| altimore | U. S. Dagship | 4600 | 10 | 7 | Commande Fortin | Chelon |
| ayard | French flagship | 6200 | - | | Commande Room | Chefou - |
| autemps-Beaupre | French wooden sloop | 1350 | 9 | | Captain Ternet | Macao |
| ango | Portuguese guo bont | 462 | 2 | 400 | Captain II. Carvalhosa Athayde | |
| obre | Russian cruiser | | 13 | , | Captain Enkviely | Chefoo |
| mète | French gunbout | 000 | | | Capt. Mauder | Tientsin |
| ncord | American cruiser | 1700 | | <u> </u> | Captain Impey | Wuhu |
| ia | Portuguese gunboat | 706 | | | Captain Goures | Масно |
| on Juan do Austria | Spanish cruiser | | | _ · | Commander José Padrifian | Manile |
| on Juan of Austria | French cruiser | 3661 | 14 | 3740 | | Kobo |
| nguay Tropin | French cruiser | 2200 | | | Captain Courregolles | Nagasaki |
| rfsit | | 4100 | 24 | 9400 | | en route |
| efion | Ge: man flagahip | 489 | 4 | . ዊዩስ | CaptLieut. Ingenold | Chiokia g |
| iis | Herman gunbool | 4160 | 10 | | Captain Rivet | Nagasaki |
| ly . | Franch cruiser | | 10 | , | Capt. Granier | Shanghai |
| constant | French gunboat | 800 | - | | Cape, Granter | Chefoo |
| oryelz | Russian gunboat | *** | | _ | Lieutenant Papaix | Shaoghai |
| ion | French gunboat | 460 | | | Lightenant I shake | Foochow |
| utin | Fre on guinous | 14 | * | 425 | Lieut. Com. Mouneyers | Negonaki |
| a ie f | Gorman cruiser | 2100 | 10 | | Captain Cre iner | |
| ATL | U. S. corvebe | \$5947 | 7 | 111 | Cinmander Gridley | Yokohama |
| 11 | Russian cruiser | 1700 | 7 | - | Commander Andreeff | h otea |
| ocavy | U. S. sloop | 13% | 6 | 147 | Lieut, Com Empy | Tiontein |
| e esdolok | Russian cruiser | | 9. | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | Captain Zarine | Visitivostouk |
| str. | U. S. gunboat | 884 | B | 550 | Et. Com I mory | Noganaki |
| n. | Thomas are a | h4 . | | 420 | Lieut, Commander Videl | Bangkok |
| | Pronon arbut | 8000 | 1 22 | | Captain Riverk Kowakoff | Yokohama |
| 7 | Russian cruiser | 2000 | | | Captain Baran ff | Viad vortech |
| | Ru ai n gurboat | hen | 177 | | Captoite Astr. boff | Tientain |
| v tch | Russian o uiser | 950 | 13 | | Calt in lathing | Neuking |
| n de | G i man cru bur | | | - | 100 | Saigoki |
| mphante | French oruser | 4500 | | | Captain hertolibi | Shanghal |
| nbria. | Italian brother | 2400 | 21 | 6500 | Capmin necount | Bangkok |
| Price | French gunboat | 489 | . ♣ | 435 | Octobranies Conto. | achore |
| | Russian orthing | 2:0 | 12 | 3000 | Opptain factive | Tienthin |
| | German gunboat | YM4. |] 6 | 340 | Captain Kratschingen | |
| town | U. S. oruleer | 1700 | 16 | 8200 | Commander W. M. Foniger | Nagasaki |
| aka | Russian cruiser | 6UI) | | | Captain Demojiroff | Nagesski |